Washington State Department of Transportation

Freight and Goods Transportation System (FGTS) 2005 Update

Preliminary Draft
November 7, 2005

Prepared by:
Washington State Department of Transportation
Office of Freight Strategy and Policy

Washington State Department of Transportation

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Acronyms

AWC	Association of Washington Cities
CRAB	County Road Administration Board
CFGS	County Freight and Goods System
CFGS	County Freight and Goods System
FMSIB	Freight Mobility Strategic Investment Board
FGTS	Freight Goods and Transportation System
SFTA	Strategic Freight Transportation Analysis
TDO	Transportation Data Office
WPPA	Washington Public Ports Association
WSDOT	Washington State Department of Transportation
WTP	Washington State Transportation Plan

FGTS 2005 Update Executive Summary

The Washington State Freight and Goods Transportation System (FGTS) is used to classify state highways, county roads and city streets according to the average gross annual truck tonnage they carry. The Washington State Department of Transportation (WSDOT), with the assistance of the Association of Washington Cities (AWC) and the County Road Administration Board (CRAB), updates the FGTS on a periodic basis.

This is the fourth update of the FGTS since the Transportation Commission adopted the original report in 1995. The FGTS identifies the highways and roadways most heavily used by trucks and provides factual data to support funding for projects that improve conditions for freight transportation. This information also supports planning for pavement upgrades, traffic congestion management and other investment decisions.

The FGTS classifies roadways using five freight tonnage classifications, T-1 through T-5, as follows:

T-1	more than 10 million tons per year
T-2	4 million to 10 million tons per year
T-3	300,000 to 4 million tons per year
T-4	100,000 to 300,000 tons per year
T-5	at least 20,000 tons in 60 days

Washington's Strategic Freight Corridors are those routes that carry four million or more gross tons of freight annually (T-1 and T-2). Tonnage values were derived from truck traffic count data that was converted into average weights by truck type.

The FGTS 2005 Update provides updated information about T-1 through T-5 roadways at the state, county and city levels. Information and maps for T-1 and T-2 routes are provided in this report. Highly detailed maps, displaying all T-1 through T-5 routes, are contained in an electronic FGTS atlas that is available on CD-ROM from WSDOT. Tabular information for T-1 through T-5 routes is maintained by WSDOT and available upon request.

In 2005, 35.4 percent of all state route miles were designated either T-1 or T-2, totaling 2,494 miles. T-1 roads accounted for 1,102 miles (15.6%) and T-2 roads accounted for 1,392 miles (19.8%). Miles of state routes designated as T-1 and T-2 increased by 2 percent from 2003 to 2005. The miles of state T-1 and T-2 roadways increased steadily in the 1990s and

have generally leveled off since 2000. However, the annual tonnage carried on T-1 and T-2 state routes has continued to increase at a much higher rate.

In 2005, 20.06 state route miles rose in tonnage classification from T-2 to T-1 and 81.49 miles rose from T-3 to T-2. A total of 13.86 miles dropped from T-2 to T-3 classification. Distance modifications and corrected length calculations resulted in a 3.35 decrease of T-1 state route miles and a 0.31 increase of T-2 state route miles. In all, slightly over 119 state route miles changed designation since the 2003 FGTS update, with a net gain of 64 miles to the T-1/T-2 set in 2005.

This update also provides information about county road and city street classifications, obtained through the assistance of AWC and CRAB. A number of county roads rose in classification from T-3 to T-2, as well as T-2 to T-1, in 2005. Annexation of Spokane Valley (Spokane County) and University Place (Pierce County) also resulted in a decrease of T-1 and T-2 county road miles.

The 2005 update provides the most comprehensive city street data ever obtained for the FGTS. All of Washington's 282 cities and towns responded to requests for information, and more than 120 cities (over 40 percent) were able to provide data for the FGTS update. The 2003 update included information from 35 of Washington cities and towns.

While the use of truck gross tonnage data alone to designate a freight and goods transportation system presents a somewhat limited view of overall freight movement, it does provide practical and useful information. Tonnage data is more reliably and readily available than other kinds of freight data, enabling the FGTS to be periodically updated at relatively low cost. The tonnage-based road ranking system used in the FGTS identifies the most heavily used commercial trucking routes.

WSDOT is aware that truck gross tonnage data is not sufficient to present a comprehensive view of the state's freight system. Other planning documents and reports expand this analysis and can be accessed through the WSDOT Office of Freight Strategy and Policy, http://www.wsdot.wa.gov/freight/.

The Freight and Goods Transportation System 2005 Update

Introduction

The Washington State Freight and Goods Transportation System (FGTS) is used to classify state highways, county roads and city streets according to the average gross annual truck tonnage they carry. The Washington State Department of Transportation (WSDOT), with the assistance of the Association of Washington Cities (AWC) and the County Road Administration Board (CRAB), updates the FGTS on a periodic basis.

This is the fourth update of the Washington Freight and Goods Transportation System (FGTS) since the Transportation Commission adopted the original report in 1995. Today, ten years later, the importance of freight mobility to Washington's economy is as important as ever. The FGTS identifies the highways and roads most heavily used by trucks, and provides factual data to support funding for projects that improve conditions for freight transportation. This edition of the FGTS provides updated tonnage information for the most heavily traveled roadways at the state, county, and city levels.

As with past editions, this update can be used to establish project eligibility for Freight Mobility Strategic Investment Board (FMSIB) grants, support Highways of Statewide Significance (HSS) designation, and fulfill other federal reporting requirements for truck and traffic counts. The information can also be used by political leaders, transportation managers and planners to assess statewide freight needs and impacts.

History of the FGTS

In 1993, the Washington State Legislature enacted RCW 47.05.021 directing the Washington State Transportation Commission to designate a freight and goods transportation system (FGTS). The Commission adopted the first report in 1995 (Resolution No. 516). The following efforts have directly influenced the FGTS designation process since this first report was adopted:

- In 1998, the legislature created the Freight Mobility Strategic Investment Board (FMSIB) to designate strategic freight corridors and review and recommend funding for the most strategic freight mobility projects (RCW Chapter 47.06A).

- A resolution was signed in November 1998 by the Transportation Commission and FMSIB, jointly adopting the 1998 FGTS update.
- In 2000, appropriation was given to the County Road Administration Board (CRAB) directing them to develop a County Freight and Goods System (CFGS) to provide data consistent with WSDOT's FGTS for state highways.

The Washington FGTS was updated in 1998, 2001, 2003 and now, in 2005. WSDOT has no mandated interval for FGTS updates, but FMSIB is required by statute to update the list of designated strategic freight corridors not less than every two years (RCW 47.06A.020(3)). WSDOT is directed to provide staff support to FMSIB (RCW 47.06A.040), so at a minimum, WSDOT updates the list of T-1 and T-2 roadways every two years to assist in strategic freight corridor designation.

Over time, efforts to develop freight policy and identify freight deficiencies in the state have taken place, and each subsequent update of the FGTS has reflected this work. Other freight-related efforts have included:

- a 1994 Cost Responsibility Study that focused on identification of freight and goods system deficiencies and a needs estimate for all-weather roads;
- a 1996 Freight Mobility Advisory Committee (FMAC) appointed by the Legislative Transportation Committee for development of freight policy recommendations;
- a 1997 WSDOT Freight Mobility Project Prioritization Committee formed to provide criteria for ranking freight mobility projects;
- a 1997 Eastern Washington Freight Mobility Advisory Committee (EWFMAC) appointed by the Legislative Transportation Committee to focus on freight corridors and investments in eastern Washington;
- the 1998 creation of the state Freight Mobility Strategic Investment Board (FMSIB);
- from 1994-1999, the Eastern Washington Intermodal Transportation Study (EWITS), a research and survey effort to forecast future freight needs, identify gaps and pinpoint critical system improvements in eastern Washington and elsewhere in the state;
- the 2001 creation of the WSDOT Office of Freight Strategy and Policy to provide leadership and coordination of the department's freight activities;
- continuing since 2001 the Strategic Freight Transportation Analysis (SFTA), a statewide research effort patterned after EWITS, gathers truck commodity flow and origin/destination information and other information highlighting freight movement in the state;

- a Marine Cargo Forecast conducted every 5 years by Washington Public Ports Association (WPPA) and WSDOT, the first in 1985 and the most recent in 2004;
- a WPPA Freight Rail Capacity Study completed in 2004;
- an Air Cargo Capacity Study for Central Puget Sound, currently underway;
- the Washington State Transportation Commission's Statewide Rail Capacity and System Needs Study, currently underway; and
- the Draft Freight Report of the 2005 Washington Transportation Plan Update, a data driven analysis of the state's freight system, freight customers, economic relevance, and prioritized needs.

Numerous other freight- related data collection and planning efforts exist at the local, state and national level. Information about these efforts can be accessed through the WSDOT Office of Freight Strategy and Policy, http://www.wsdot.wa.gov/freight/.

The FGTS Tonnage Classification System

Using the FGTS tonnage classification system, state highways, county roads and city streets are classified according to the average annual gross truck tonnage they carry. Freight corridors with statewide significance, usually designated as Strategic Freight Corridors, are those routes that carry an average of four million or more gross tons by truck annually. The tonnage classifications used for designating the FGTS are as follows:

T-1	more than 10 million tons per year
T-2	4 million to 10 million tons per year
T-3	300,000 to 4 million tons per year
T-4	100,000 to 300,000 tons per year
T-5	at least 20,000 tons in 60 days

The FGTS 2005 Update provides information about T-1 through T-5 roadways at the state, county and city levels. Information and maps about T-1 and T-2 routes are presented in this report. Highly detailed maps, displaying all T-1 through T-5 routes, are contained in an electronic FGTS atlas that is available on CD-ROM from WSDOT. Tabular information for T-1 through T-5 routes is maintained by WSDOT and available upon request.

Methods Used in Preparing the FGTS 2005 Update

State Highway Data

Truck classification data, used to estimate truck tonnage for state highways, was available at approximately 1,800 permanent or short count

locations statewide. WSDOT methodology, described in Appendix H, was used to convert this information to average gross annual tons.

County Road Data

For the original 1995 FGTS study, each county conducted classification counts on its existing and potential truck routes. To provide the best information possible, some counties worked with trucking concerns to develop tonnage data.

Since then, counties have included classification studies in their annual traffic counting program. WSDOT methodology, Appendix H, was used to convert this information to average gross annual tons. This methodology was used so that the designation of truck route classes would be consistent between state and county roadways.

City Street Data

The WSDOT Highways and Local Programs Office, assisted by the Association of Washington Cities (AWC), requested that cities submit updated tonnage data for streets that changed classification since the 2003 update, see Appendix G. Guidance was provided to promote consistency in reporting street classification and tonnage data, Appendix H.

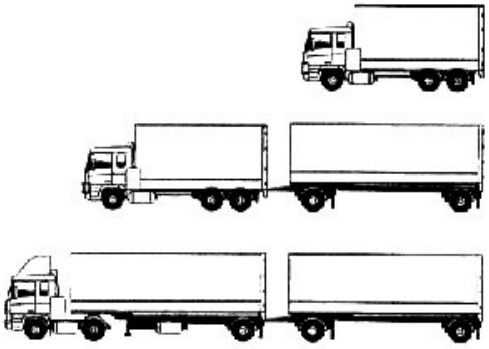
WSDOT and AWC subsequently contacted every city and town in Washington by telephone during September and October 2005. In 2005, all of Washington's 282 cities and towns responded to the letter or telephone request. More than 120 cities, over 40 percent, were able to provide information for the FGTS. This information was incorporated into the FGTS 2005 Update.

Converting Traffic Count Data to Tonnage

The annual truck tonnage for a specific route was estimated using the average annual daily traffic (AADT), truck percentage, truck type, and working days per year.

In the FGTS, trucks are defined as those that are two axle (six tires) or larger. This definition also includes two axle (four tires) delivery vehicles such as express package delivery vans, bread trucks, or any commercial vehicle. Private pickups, vans and recreational vehicles are not included. To aid in calculating annual tonnage, trucks are divided into three categories as shown in Exhibit 1 and Exhibit 2.

Exhibit 1: Truck Categories

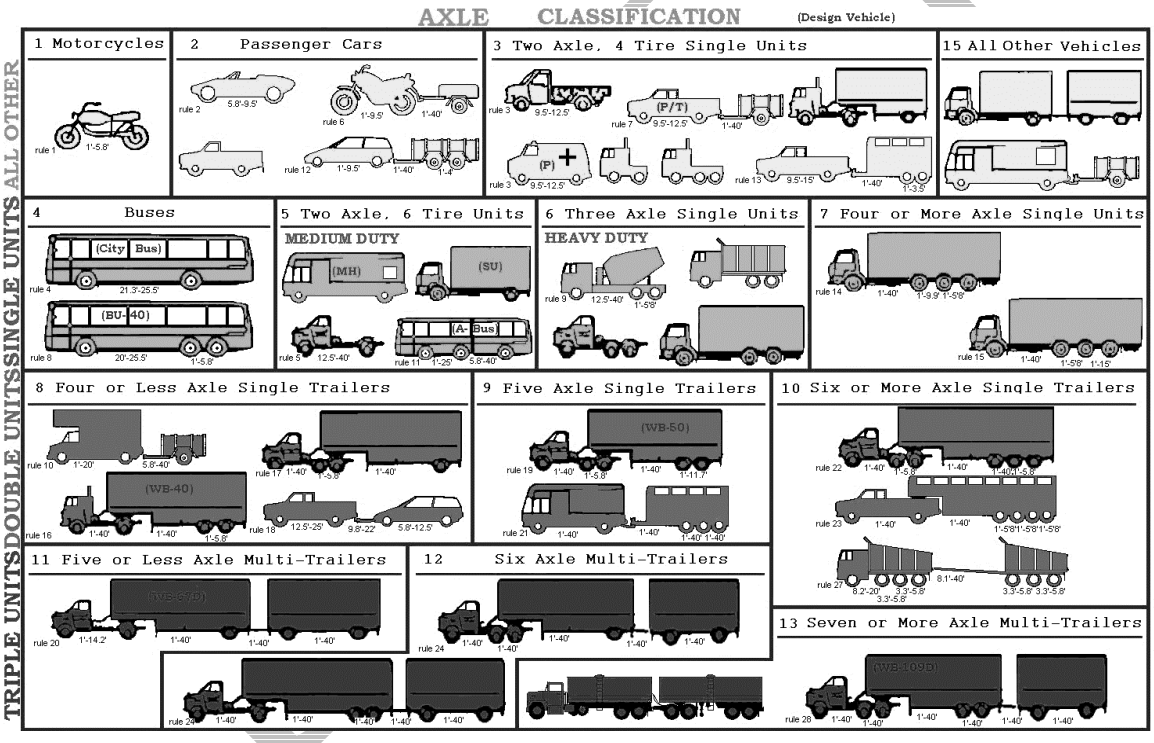


Single Units- a single vehicle, including dump trucks and mixers, regardless of the number of axles.

Double Units- a 2 unit vehicle, normally a truck and trailer with 4 to 6 axles. This category includes trucks up to 80,000 lbs. Older double trailers can be included in this category.

Trains (Triple Units) - Normally a tractor and 2 trailers. Includes any truck rated from 80,000 lbs. to 105,000 lbs. Gasoline tankers, 8 axle truck and trailer type, are also included in this category.

Exhibit 2: Vehicle Classification Guide



In calculating the approximate freight tonnage, the following average weights were used:

Singles	7 tons
Doubles	27 tons
Trains	42 tons

In 2003, the FGTS team validated these tonnage values. See Appendix I for more information on data validation and Appendix H for a complete discussion of the procedures used in estimating FGTS truck tonnage.

Results and Findings of the FGTS 2005 Update

Maps displaying 2005 designated T-1 and T-2 routes statewide and in the Puget Sound Region can be found in Appendix A. Highly detailed maps for state routes, county roads and city streets are contained in an electronic FGTS atlas that is available on CD-ROM from WSDOT.

The 2005 FGTS tabular data for T-1 and T-2 state routes is presented in Appendix B and Appendix C. The data is listed in order by state route (SR) in Appendix B and by county in Appendix C.

State route segments carrying the most freight tonnage in 2005 are shown below in Exhibit 3. Eight of the ten segments were on Interstate 5.

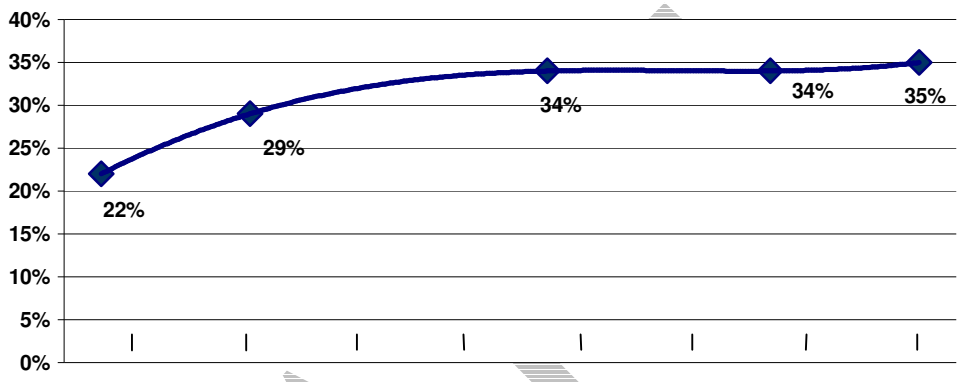
Exhibit 3: Top Ten State Routes by Annual Tonnage in the FGTS 2005 Update

SR	Description	Length in Miles	FGTS 2005 Class	Annual Tonnage	County
5	Thurston/Pierce Co. line to Pierce/King Co. line	24.56	T-1	121,696,000	Pierce
5	King/ Pierce Co. line to King/Snohomish Co. line	38.26	T-1	121,051,000	King
5	Cowlitz/Lewis Co. line to Lewis/Thurston Co. line	28.38	T-1	112,919,000	Lewis
5	Lewis/Thurston Co. line to Thurston/Pierce Co. line	29.42	T-1	107,920,000	Thurston
5	Clark/Cowlitz Co. line to Cowlitz/Lewis Co. line	36.42	T-1	103,913,000	Cowlitz
5	Oregon State Line to Clark/Cowlitz Co. line	20.78	T-1	94,927,000	Clark
5	King/Snohomish Co. line to Snohomish/Skagit Co. line	39.89	T-1	75,031,000	Snohomish
5	Snohomish/Skagit Co. line to Skagit/Whatcom Co. line	24.98	T-1	46,030,000	Skagit
167	Pierce/King Co. line to Renton	16.15	T-1	43,469,182	King
167	SR-512 to Pierce/King Co. line	5.45	T-1	43,469,000	Pierce

In 2005, 35.4 percent of all state route miles were designated as either T-1 or T-2, totaling 2,494 miles. T-1 roads accounted for 1,102 miles (15.6%) and T-2 roads accounted for 1,392 miles (19.8%).

Miles of state routes designated T-1 and T-2 increased by 2 percent from 2003 to 2005. As shown in Exhibit 4, the miles of state T-1 and T-2 roadways increased steadily in the 1990s and have generally leveled off since 2000. However, the annual tonnage carried on T-1 and T-2 state routes has continued to increase at a much higher rate.

Exhibit 4: Percent of All Washington State Routes Classified as FGTS T-1 or T-2



Source: WSDOT Data Office

Detailed information about state routes changes from 2003 to 2005 is provided in Appendix D. In 2005, 20.06 state route miles rose in tonnage classification from T-2 to T-1 and 81.49 miles rose from T-3 to T-2. A total of 13.86 miles dropped from T-2 to T-3 classification. Distance modifications and corrected length calculations resulted in a 3.35 decrease of T-1 state route miles and a 0.31 increase of T-2 state route miles. In all, slightly over 119 state route miles changed designation since the 2003 FGTS update, with a net gain of 64 miles to the T-1/T-2 set in 2005.

This update also provides information about county road and city street FGTS class, obtained through the assistance of AWC and CRAB. County road and city street data is presented in Appendix E and a summary of county tonnage classification changes from 2003 to 2005 is presented in Appendix F.

A number of county roads rose in classification from T-3 to T-2, as well as T-2 to T-1, in 2005. Annexation of Spokane Valley (Spokane County) and University Place (Pierce County) also resulted in a decrease of T-1 and T-2 county road miles.

The FGTS 2005 Update represents the most comprehensive information ever obtained at the city level for FGTS route classification. WSDOT, with the assistance of AWC, was able to receive responses from all of Washington's 282 cities and towns. More than 120 of these cities, over 40

percent, were able to provide data for the FGTS update. The 2003 update included information from 35 of Washington cities and towns.

Considerations for Future Updates

The identification and designation of a freight and goods transportation system for Washington State is a challenging task. While the use of truck gross tonnage data alone to designate a freight and goods transportation system presents a somewhat limited view of overall freight movement, it does provides practical and useful information. The tonnage-based road ranking system presented in the FGTS identifies the most heavily used commercial trucking routes. Tonnage data is also more readily available than other kinds of freight data, enabling the FGTS to be periodically updated at relatively low cost.

Truck tonnage and roadway information represents only one part of the intermodal and complex network that moves freight and goods. A number of elements were identified by the 2003 FGTS update team to be considered in the development of a more comprehensive freight system analysis. These included identifying traffic delay impacts, freight chokepoints, distribution centers and intermodal transfer points, and hazardous material routes. The team also suggested considering the economic value of cargo, perishability, time-sensitivity, origin/ destination patterns, and commodity type.

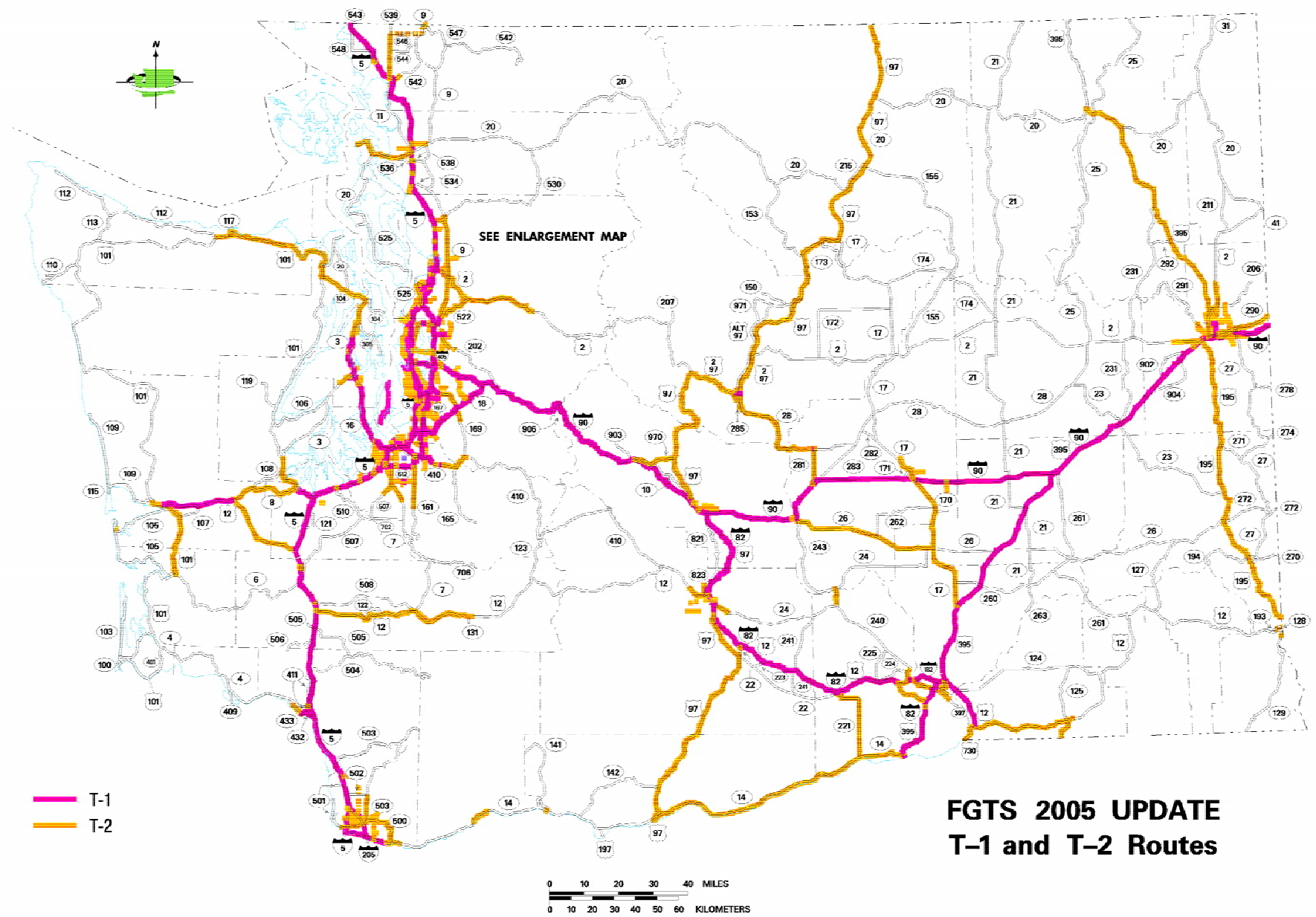
This information is difficult to obtain, update and document in a manner that is consistent with the FGTS classification system. WSDOT has been able to consider these elements through the development of the Washington Transportation Plan (WTP) Update Freight Report. This analysis and report, currently in draft form, begins to fill many of the gaps in understanding Washington's freight transportation system. More information about the WTP and Freight Report can be found on the WSDOT web-site, http://www.wsdot.wa.gov.

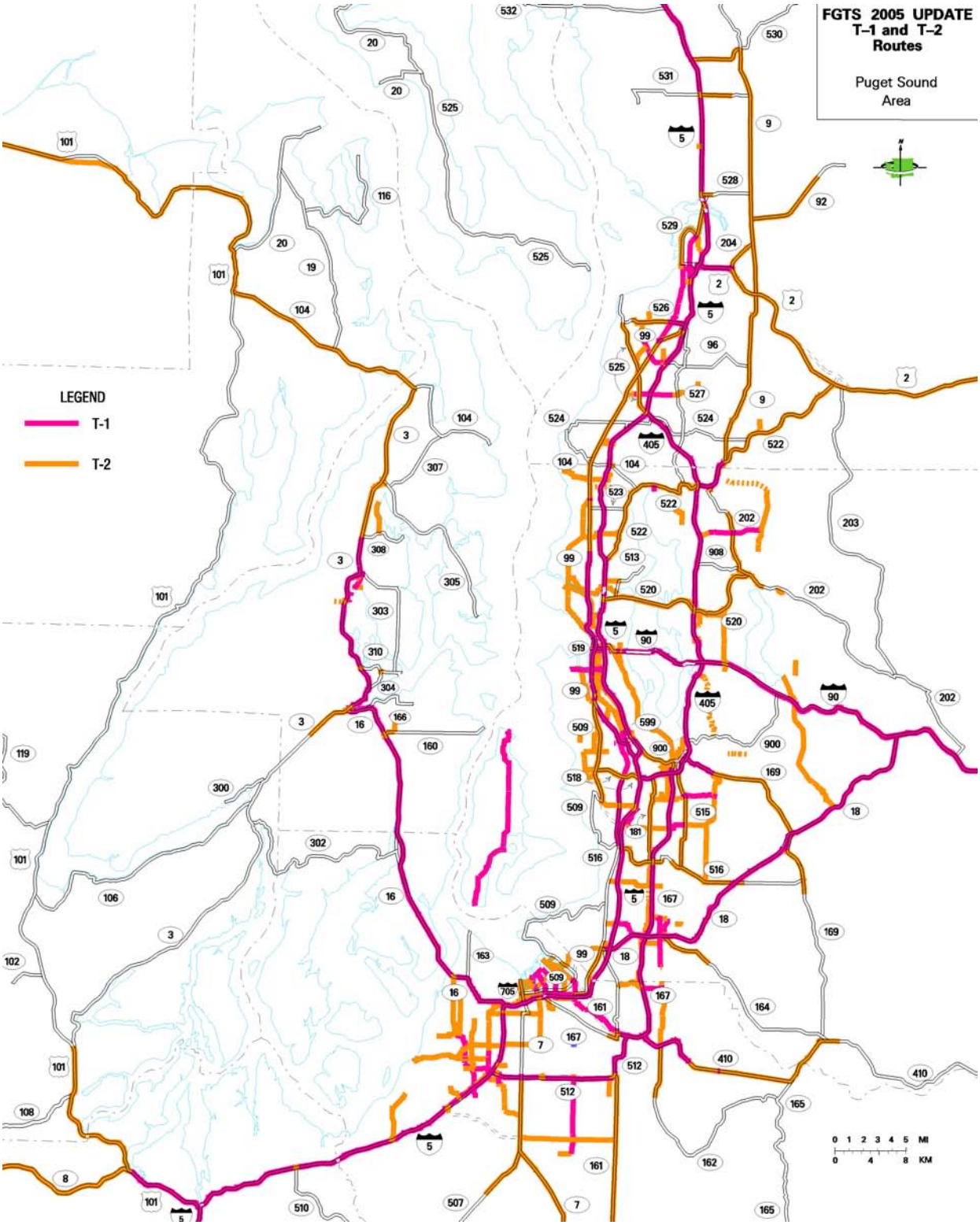
The FGTS 2005 Update team has identified areas for consideration in future updates to improve the validity and usefulness of the FGTS.

- WSDOT has previously received FGTS information from only 35 of Washington's 282 cities and towns. While the 2005 update represents the most comprehensive city street information ever collected, it is still insufficient to accurately portray freight movement on city streets. The majority of cities and towns, more than 50 percent, are not able to provide information to WSDOT for the purpose of FGTS designation. Staffing constraints and information availability make it difficult for many local communities to submit information. Most cities do not have current truck counts and available staff-time to compile the data.

- The FGTS data should be seamless, connected, consistent and continuous between jurisdictions and boundaries and other framework layers. Storing data and using mapping layouts in a Geographic Information System (GIS) format would create a more flexible, portable and robust database. Currently, the CADD mapping layout is used for the FGTS update. To use GIS for mapping purposes, new layouts must be produced and data stored in CADD format must be converted to GIS. While these tasks are time consuming, technological advancements and efforts by WSDOT are easing the transition. For example, the Washington Statewide Transportation Framework Project (WA-Trans) was organized to create an electronic map of transportation data for use in GIS applications across the state. Future FGTS updates should continue to move towards these more robust mapping and database tools.
- There is potential to include information about additional modes of freight transportation in future FGTS updates. While this information is not required in the FGTS, and it would not contribute to designation of freight tonnage on roadways, it would present a more complete picture of freight movement in Washington State. For all modes, information sources would need to be identified and converted into the FGTS database and mapping formats. Modes that could be considered in future updates include rail, seaport, airport, waterway and intermodal facilities. Bits and pieces of information currently exist for these modes, but it will require substantial work to locate and compile the data in a manner consistent with the FGTS format.

Appendix A: Maps of FGTS 2005 Update T-1 and T-2 Routes


SEE ENLARGEMENT MAP
T-1
T-2
FGTS 2005 UPDATE
T–1 and T–2 Routes
0 10 20 30 40 MILES
0 10 20 30 40 50 60 KILOMETERS


FGTS 2005 UPDATE
T–1 and T–2
Routes
Puget Sound
Area
LEGEND
T-1
T-2
0 1 2 3 4 5 MI
0 4 8 KM

Appendix B: 2005 FGTS State Route Data Sorted by State Route

SR[1]	Description	BEG SRMP[2]	END SRMP[2]	Length	2005 FGTS Class	Annual Tonnage	County
2	1-5/Everett to SR-204	0.00	2.45	2.45	T-1	14,160,097	Snohomish
2	SR-204 to Index-Galena Rd	2.45	35.62	33.12	T-2	6,262,200	Snohomish
2	SR-97 to SR 285	104.74	118.90	14.16	T-2	7,753,404	Chelan
2	SR-285 to Chelan/Douglas Co. Line	118.92	119.92	1.15	T-1	7,288,864	Chelan
2	Chelan/Douglas Co. Line to US-2/SR-29	119.92	127.86	0.88	T-1	7,288,864	Douglas
2	US-2/SR-28 to Orondo	127.86	139.85	11.89	T-2	5,899,681	Douglas
2	Fairchild Air Force Base to I-90	275.35	283.22	7.87	T-2	4,812,679	Spokane
2	I-90 to Bridges Elk Hwy(Includes Brown & Division Couplets)	286.87	313.42	27.96	T-2	4,151,402	Spokane
2	Browne Street Couplet	287.45	288.08	0.63	T-2	4,200,000	Spokane
2	Division Street Couplet	289.19	290.72	1.53	T-2	4,000,000	Spokane
3	Sunnyslope Rd to SR-16 Gorst	32.60	34.67	2.07	T-2	4,168,794	Kitsap
3	SR-16/Gorst to SR-104	34.67	60.02	25.17	T-1	11,337,760	Kitsap
5	Oregon State Line to Clark/Cowlitz Co. line	0.00	20.78	20.78	T-1	94,927,000	Clark
5	Clark/Cowlitz Co. line to Cowlitz/Lewis Co. line	20.78	57.13	36.42	T-1	103,913,000	Cowlitz
5	Cowlitz/Lewis Co. line to Lewis/Thurston Co. line	57.13	85.51	28.38	T-1	112,919,000	Lewis
5	Lewis/Thurston Co. line to Thurston/Pierce Co. line	85.81	114.93	29.42	T-1	107,920,000	Thurston
5	Thurston/Pierce Co. line to Pierce/King Co. line	114.93	139.50	24.56	T-1	121,696,000	Pierce
5	King/ Pierce Co. line to King/Snohomish Co. line	139.50	177.76	38.26	T-1	121,051,000	King
5	King/Snohomish Co. line to Snohomish/Skagit Co. line	177.76	217.66	39.89	T-1	75,031,000	Snohomish
5	Snohomish/Skagit Co. line to Skagit/Whatcom Co. line	217.66	242.63	24.98	T-1	46,030,000	Skagit
5	Skagit/Whatcom Co. line to Canadian Border	242.63	275.00	32.37	T-1	32,537,000	Whatcom
5	I-5 Express Lanes	165.29	172.43	7.14	T-2	4,624,422	King
7	Weiler Rd. to SR-512	41.19	52.58	11.39	T-2	7,429,378	Pierce
8	US-12 to Grays Harbor/Thurston Co. Line	0.00	10.54	10.54	T-2	7,068,300	Grays Harbor
8	Grays Habor/Thurston Co. line to US 101	10.54	20.67	10.13	T-2	7,683,000	Thurston
9	SR-522 to SR-530	0.00	29.57	29.57	T-2	5,927,825	Snohomish
9	SR-542 to Canadian border	84.01	98.17	14.16	T-2	5,845,700	Whatcom
12	US-101 to Aberdeen Couplet	0.00	0.33	0.33	T-2	4,955,727	Grays Harbor
12	Aberdeen Couplet to Wynooche Rd.	0.33	8.16	7.83	T-1	7,424,230	Grays Harbor
12	Wynooche Rd. to SR-8	8.16	20.99	12.83	T-1	10,225,162	Grays Harbor
12	SR-8 to Grays Harbor/Thurston Co. line	21.30	38.84	17.54	T-2	5,716,896	Grays Harbor

[1] State Route
[2] State Route Mile Post

SR[1]	Description	BEG SRMP[2]	END SRMP[2]	Length	2005 FGTS Class	Annual Tonnage	County
12	Grays Harbor/Thurston Co. line to I-5	38.84	46.62	7.78	T-2	6,531,000	Thurston
12	I-5 to SR-122-Silver Creek	66.54	80.28	13.74	T-2	6,399,795	Lewis
12	SR-122/Silver Creek to Gharet Rd.	80.28	116.86	36.60	T-2	4,254,800	Lewis
12	McCormick Rd. to I-82	196.67	202.75	6.11	T-2	6,702,281	Yakima
12	I-82 to Franklin/Walla Walla Co. line	291.67	294.70	3.07	T-1	11,155,246	Franklin
12	Franklin/Walla Walla Co. line to SR-730	294.70	307.41	12.71	T-1	12,804,000	Walla Walla
12	SR-730 to SR-125 Spur	307.41	335.30	27.89	T-2	5,144,158	Walla Walla
12	Aberdeen Couplet	0.33	0.68	0.35	T-2	4,868,480	Grays Harbor
14	I-5 to SE Brady Rd.	0.00	10.27	10.28	T-1	19,140,165	Clark
14	SE Brady Rd. to Washougal	10.27	17.05	6.78	T-1	11,106,675	Clark
14	Bridge of the Gods Rd. to Wind River Rd/Stevenson	41.55	47.47	5.92	T-2	4,180,554	Skamania
14	SR-97 to Klickitat/Benton Co. line	101.44	152.24	50.80	T-2	4,954,045	Klickitat
14	Klickitat/Benton Co. line to I-82/Plymouth	152.24	180.77	28.53	T-2	7,045,000	Benton
14	Maryhill Spur	100.66	101.05	0.39	T-2	2,854,882	Klickitat
16	Tacoma to Pierce/Kitsap Co. line	0.00	18.10	15.87	T-1	14,051,627	Pierce
16	Pierce/Kitsap Co. line to Gorst	18.10	29.19	11.14	T-1	12,972,000	Kitsap
16	Gorst Spur	28.74	29.13	0.39	T-1	3,043,738	Kitsap
17	US-395 to Franklin/Adams Co. line	7.43	21.80	14.31	T-2	7,538,700	Franklin
17	Franklin/Adams Co. line to Adams/Grant Co. line	21.80	35.60	13.80	T-2	6,516,000	Adams
17	Adams/Grant Co. line to Patton Blvd.	35.60	56.56	20.94	T-2	7,484,000	Grant
18	I-5 to I-90	2.20	27.91	28.41	T-1	17,290,083	King
20	Anacortes to Burlington	47.90	59.85	11.95	T-2	11,418,397	Skagit
20	Anacortes Spur	47.89	55.67	7.78	T-2	4,838,724	Skagit
22	I-82 to Toppenish	0.07	2.32	1.62	T-2	4,599,000	Benton
22	SR-221 to I-82	35.74	36.52	0.78	T-2	4,244,340	Yakima
24	I-82 /Yakima Vicinity	0.00	0.84	0.84	T-1	9,143,805	Yakima
24	I-82 to Bell Rd.	0.84	4.44	3.60	T-2	6,644,146	Benton
24	SR-240 to Benton/Grant Co. line	38.74	43.79	5.05	T-2	4,906,589	Benton
24	Benton/Grant Co. line to SR-243	43.79	44.15	0.36	T-2	4,907,000	Grant
26	I-90 to Grant/Adams Co. Line	0.00	26.46	26.46	T-2	6,459,203	Grant
26	Grant/Adams Co. line to SR-24	26.46	40.57	14.11	T-2	6,459,203	Adams
28	US-2 to 35th St.	0.00	0.24	0.24	T-1	8,666,525	Douglas
28	35th St. to 31st St.	0.24	0.76	0.52	T-2	8,195,263	Douglas
28	31st.St to SR-285	0.76	3.84	3.08	T-2	8,100,116	Douglas
28	SR-285 Interchange	3.84	4.25	0.41	T-2	8,100,000	Douglas
28	SR-285 to Grant Rd.	4.25	0.31	0.20	T-1	7,697,926	Douglas
28	Grant Rd. to Douglas/Grant Co. line	0.31	22.03	21.72	T-2	6,443,000	Douglas
28	Douglas/Grant Co. line to 7th Ave. SW	22.03	29.26	7.23	T-2	6,145,994	Grant
28	7th Ave. SW to SR-281	29.26	29.77	0.51	T-1	9,929,580	Grant
28	SR-281 to Quincy ECL	29.77	30.68	0.91	T-2	3,395,058	Grant
28	Wenatchee Couplet	4.25	4.58	0.33	T-2	1,573,413	Douglas
82	I-90 to Kittitas/Yakima Co. line	0.00	19.88	19.88	T-1	10,215,000	Kittitas
82	Kittitas/Yakima Co. line to Yakima/Benton Co. line	19.88	75.37	55.46	T-1	31,125,000	Yakima
82	Yakima/Benton Co. line to I-182	75.37	102.87	27.50	T-1	10,536,000	Benton
82	I-182 to US-395	102.87	113.71	10.84	T-1	11,241,102	Benton

SR[1]	Description	BEG SRMP[2]	END SRMP[2]	Length	2005 FGTS Class	Annual Tonnage	County
82	US-395 to Oregon State Line	113.71	132.60	18.89	T-1	20,795,691	Lincoln
90	I-5/Seattle to King/Kittitas Co. line	1.94	52.61	50.95	T-1	34,060,000	King
90	King/Kittitas Co. line to Kittitas/Grant Co. line	52.61	137.43	84.77	T-1	34,626,000	Kittitas
90	Kittitas/Grant Co. line Grant/Adams Co. line	137.43	191.89	54.46	T-1	23,474,000	Grant
90	Grant/Adams Co. line to Adams/Lincoln Co. line	191.89	239.11	46.65	T-1	21,799,000	Adams
90	Adams/Lincoln Co. line Lincoln/Spokane Co. line	239.11	255.29	16.18	T-1	23,825,000	Lincoln
90	Lincoln/Spokane Co. line to Idaho state line	255.29	299.82	44.51	T-1	36,840,000	Spokane
90	I-90 Express Lanes	1.99	9.44	7.45	T-1		King
92	SR-9 to Granite Falls	0.00	8.26	8.25	T-2	6,897,363	Snohomish
96	I-5 Interchange Vicinity	0.00	0.12	0.12	T-1	20,200,987	Snohomish
96	I-5 to SR-9	0.12	6.75	6.63	T-2	7,982,368	Snohomish
97	Oregon State Line to Maryhill Vicinity	0.00	2.50	2.99	T-2	9,523,800	Klickitat
97	Maryhill to Klickitat/Yakima Co. line	2.50	33.52	30.48	T-2	6,305,000	Klickitat
97	Klickitat/Yakima Co. line to W 1st Ave.	33.52	62.00	28.39	T-2	8,265,000	Yakima
97	W 1st Ave to I-82	62.00	76.36	14.32	T-2	5,034,000	Yakima
97	I-90 to SR-10	133.90	136.61	2.71	T-2	3,453,000	Kittitas
97	SR-970 to Klittitas/Chelan Co. line	149.69	163.72	14.03	T-2	6,432,900	Kittitas
97	Klittitas/Chelan Co. line to US-2	163.72	185.02	21.30	T-2	4,452,000	Chelan
97	US-2 to Douglas/Chelan Co. line	213.00	234.87	21.87	T-2	5,074,000	Douglas
97	Douglas/Chelan Co. line to Chelan/Okanogan Co. line	234.87	246.97	12.10	T-2	3,429,000	Chelan
97	Chelan/Okanogan Co. line to Canadian Border	246.97	336.48	89.49	T-2	4,101,000	Okanogan
97	Maryhill Spur	2.59	2.68	0.09	T-2	4,933,619	Klickitat
99	I-5 to Pierce/King Co. line	0.00	6.15	2.50	T-1	13,101,000	Pierce
99	Pierce/King Co. line to W Green Lake Way	6.15	36.45	27.69	T-1	17,902,000	King
99	W Green Lake Way to King/Snohomish Co. line	36.45	43.50	7.04	T-2	4,126,000	King
99	King/Snohomish Co. line to I-5	43.50	55.41	11.90	T-2	5,043,000	Snohomish
99	Alaskan Way Viaduct Couplet	31.72	33.56	1.84	T-2	5,892,656	King
101	SR-6 to Pacific/Grays Harbor Co. line	58.48	67.18	8.43	T-2	4,015,400	Pacific
101	Pacific/Grays Harbor Co. line to Market St.	67.18	84.37	17.21	T-2	4,913,000	Grays Harbor
101	Market Street to US-101 Aberdeen Couplet	84.37	87.47	3.10	T-2	5,808,000	Grays Harbor
101	US-101 Aberdeen Couplet to Larson Brothers Rd.	87.47	100.76	13.12	T-2	4,432,000	Grays Harbor
101	SR-112 to US-101 Port Angeles Couplet	242.61	249.61	7.06	T-2	4,369,000	Clallam
101	Port Angeles Couplet/Golf Course Rd. to Clallam/Jefferson Co. line	249.61	274.65	24.74	T-2	7,025,500	Clallam
101	Clallam/Jefferson Co. line to SR-104	274.65	284.63	9.98	T-2	5,800,000	Jefferson
101	SR-3 to Mason/Thurston Co. line	348.95	356.92	7.20	T-2	7,416,000	Mason
101	Mason/Thurston Co. line to SR-8	356.92	361.40	4.48	T-2	7,416,000	Thurston
101	SR-8 to I-5	361.52	367.41	5.89	T-1	16,271,600	Thurston
101	Aberdeen Couplet	87.49	91.66	4.17	T-2	8,069,729	Grays Harbor
101	Heron Street Couplet	83.75	83.88	0.13	T-2	3,293,672	Grays Harbor
101	Port Angeles Couplet	249.65	251.32	1.67	T-2	5,881,296	Clallam
104	US-101 to Jefferson/Kitsap Co. line	0.20	14.67	14.47	T-2	6,417,700	Jefferson

SR[1]	Description	BEG SRMP[2]	END SRMP[2]	Length	2005 FGTS Class	Annual Tonnage	County
104	Jefferson/Kitsap Co. line to SR-3	14.67	15.59	0.92	T-2	6,417,700	Kitsap
105	Aberdeen Vicinity	47.39	48.76	1.37	T-2	6,673,345	Grays Harbor
117	US-101 to Port Dockes	0.29	1.40	1.11	T-2	6,594,591	Clallam
125	Oregon State Line to W Rose Street	0.00	5.41	5.40	T-2	6,249,197	Walla Walla
128	US-12 to Asotin/Whitman Co. line	0.00	0.39	0.39	T-2	5,689,529	Asotin
128	Asotin/Whitman Co. line to Idaho State Line	0.39	2.24	1.85	T-2	5,689,500	Whitman
160	SR-16 to Bethel Rd.	0.00	0.82	0.82	T-2	1,874,207	Kitsap
161	Kapowsin Highway to 224th St. E	13.17	18.81	5.04	T-2	4,454,000	Pierce
161	224th St. E to SR-512	18.21	25.85	7.64	T-2	8,843,638	Pierce
161	SR-512 to Valley Ave. E	28.73	28.82	0.09	T-2	3,539,657	Pierce
161	Federal Way Vicinity	34.14	35.00	0.86	T-2	2,965,782	King
162	SR-410/Sumner to Orting	0.00	8.88	6.50	T-2	6,297,377	Pierce
164	SR-18 to Academy Drive	0.31	4.36	4.05	T-2	6,192,161	King
167	9th St. NW to 167 Couplet	5.60	5.26	0.94	T-2	5,454,229	Pierce
167	SR-167 Couplet to SR-512	5.26	5.72	0.46	T-2	3,551,587	Pierce
167	SR-512 to Pierce/King Co. line	5.72	11.17	5.45	T-1	43,469,000	Pierce
167	Pierce/King Co. line to Renton	11.17	27.28	16.15	T-1	43,469,182	King
167	Puyallup Couplet	5.72	6.26	0.54	T-2	9,626,463	Pierce
169	SR-516 to Cedar Grove Rd.	11.44	17.68	6.24	T-2	7,320,353	King
169	Cedar Grove Rd. to 140th Way SE	17.68	23.00	5.32	T-1	8,767,119	King
169	140th Way SE to Renton	23.00	25.26	2.26	T-1	16,686,181	King
181	Kent to Renton	5.32	11.37	6.05	T-2	9,256,335	King
182	I-82 to SR-240/Thayer Dr.	0.00	3.37	3.37	T-2	7,119,075	Benton
182	SR-240 to SR-240/George Washington Way	3.37	4.40	1.03	T-1	12,557,543	Benton
182	SR-240/George Washington Way to Benton/Franklin Co. line	4.40	6.04	1.64	T-1	16,122,600	Benton
182	Benton/Franklin Co. line to 20th Ave.	6.04	12.40	6.36	T-1	15,110,935	Franklin
182	20th Ave. to US-395/SR-397	12.40	14.37	1.97	T-1	12,392,577	Franklin
182	US-395/SR-397 Interchange	14.37	14.92	0.55	T-2	5,562,512	Franklin
182	US-395/SR-397 to US-12	14.92	15.19	0.27	T-1	7,163,235	Franklin
195	Idaho State line to SR-27	0.00	19.96	20.26	T-2	4,600,000	Whitman
195	SR-27 to Whitman/Spokane Co. line	19.96	66.22	44.10	T-2	4,609,262	Whitman
195	Whitman/Spokane Co. line to Spangle Creek/Cameron Rd.	66.22	82.05	15.10	T-2	4,609,262	Spokane
195	Spangle Cr/Cameron Rd to Cheney-Spokane Rd.	82.05	93.83	11.75	T-2	5,802,857	Spokane
195	Cheney-Spokane Rd. to I-90	93.83	95.99	2.16	T-2	5,365,500	Spokane
202	SR-522 to Woodinville-Redmond Rd.	0.00	0.55	0.55	T-2	5,054,400	King
202	148th Ave. NE/NE 145th St. to NE 85th St.	2.67	6.65	3.98	T-2	4,524,400	King
202	NE 85th St. to Avondale Way	6.65	7.34	0.69	T-2	4,524,400	King
202	Avondale Way to 187th Ave NE	7.34	9.04	1.68	T-2	7,249,200	King
204	US-2 To SR-9	0.00	2.35	2.38	T-2	5,713,400	Snohomish
205	Oregon State Line to I-5	26.59	37.16	10.57	T-1	25,605,590	Clark
221	SR-14 /Patterson to SR-22	0.00	26.07	25.95	T-2	5,695,276	Benton
240	Coast St./Srevens Dr. to I-182	30.63	34.87	4.24	T-2	7,130,000	Benton
240	I-182 to US-395	36.05	43.17	7.12	T-2	6,873,000	Benton

SR[1]	Description	BEG SRMP[2]	END SRMP[2]	Length	2005 FGTS Class	Annual Tonnage	County
281	SR 90 to SR 28/Quincy	0.00	10.55	10.55	T-2	5,268,000	Grant
281	SR-281 Spur	2.65	4.34	1.69	T-2	3,096,000	Grant
285	SR-28 to Douglas/Chelan Co. line	0.00	0.28	0.28	T-2	6,072,200	Douglas
285	Douglas/Chelan Co. line to Mission St./Stevens St.	0.28	0.61	0.33	T-2	6,072,200	Chelan
285	SR-285 Wenatchee Couplet to US-2	2.86	5.04	2.18	T-2	4,843,000	Chelan
290	SR-290 Spur to Idaho State Line	0.74	18.38	17.64	T-2	5,810,000	Spokane
290	Hamilton Spur	0.74	1.41	0.67	T-2	6,771,000	Spokane
395	I-82 to Benton/Franklin Co. line	13.05	18.93	5.88	T-1	18,440,800	Benton
395	Benton/Franklin Co. line to I-182.	18.93	20.59	1.66	T-1	19,283,000	Franklin
395	I-182 to Franklin/Adams Co. line	22.72	61.24	38.32	T-1	18,434,500	Franklin
395	Franklin/Adams Co. line to I-90	61.24	96.13	34.89	T-1	10,983,200	Adams
395	US-2 to Spokane/Stevens Co. line	164.50	183.69	19.21	T-2	6,122,000	Spokane
395	Spokane/Stevens Co. line to Stevens/Ferry Co. line	183.69	241.61	57.90	T-2	5,268,300	Stevens
395	Stevens/Ferry Co. line to SR-20	241.61	241.89	0.28	T-2	5,268,300	Ferry
397	Haney Rd. to E 1st. Ave	2.81	6.51	3.70	T-2	5,009,000	Benton
397	E 1st Ave. to Benton/Franklin Co. line	6.51	7.24	0.73	T-2	5,009,000	Benton
397	Benton/Franklin Co. line to W Ainsworth St./S 10th Ave.	7.24	8.79	1.55	T-2	4,000,000	Franklin
397	E Ainsworth St. to I-182 End Route	8.79	11.23	2.44	T-2	4,104,700	Franklin
405	I-5/Tukwika to King/Snohomish Co. line	0.00	25.02	25.00	T-1	33,664,000	King
405	King/Snohomish Co. line to I-5/Swamp Creek	25.02	30.32	5.30	T-1	33,664,000	Snohomish
410	SR-167 to Sumner Buckley Highway/181st St.	8.84	13.37	4.53	T-1	20,629,000	Pierce
410	Sumner Buckley Highway to 262nd Ave. Buckley	13.37	18.61	5.24	T-2	7,972,024	Pierce
410	262nd Ave to Mundy Loss Rd.	18.61	19.63	1.02	T-2	5,973,745	Pierce
410	Mundy Loss Rd. to E Park Dr.	19.63	21.42	1.79	T-2	5,756,237	Pierce
410	E Park Dr./Buckley to Pierce/King Co. line	21.42	22.02	0.60	T-2	5,756,000	Pierce
410	Pierce/King Co. line to Enumclaw	22.02	24.29	2.27	T-2	5,003,620	King
432	Memorial Park Dr. to 38th Ave	2.78	3.30	0.52	T-2	3,259,662	Cowlitz
432	38th Ave. to SR-433	3.30	6.10	2.80	T-2	5,691,000	Cowlitz
432	SR-433 to I-5	6.10	10.33	4.22	T-1	25,453,000	Cowlitz
433	Oregon State line to SR-432	0.00	0.94	0.94	T-1	10,171,000	Cowlitz
500	I-5 to I-205	0.00	5.21	5.21	T-2	8,202,912	Clark
500	I-205 to NE Gher Rd./112th Ave.	5.21	5.43	0.22	T-1	13,922,685	Clark
500	NE Gher Rd./112th Ave. to NE Ward Rd.	5.43	7.53	2.10	T-2	4,389,020	Clark
501	I-5 to Port of Vancouver	0.00	2.24	1.94	T-2	5,372,700	Clark
503	SR-500 to SR-502	0.00	8.09	7.87	T-2	4,318,200	Clark
507	East Gate Fort Lewis to SR-7	39.59	43.57	3.98	T-2	4,267,500	Pierce
508	I-5 Interchange	0.00	0.16	0.16	T-2	5,954,306	Lewis
508	I-5 to Forest Rd.	0.16	0.25	0.09	T-2	5,954,306	Lewis
509	SR-509 Wye Conn 1st Ave. to SR-518	24.35	29.92	7.07	T-2	4,459,062	King
510	I-5 to Quinalt Way NE	0.01	0.26	0.25	T-2	5,793,181	Thurston
512	I-5 To SR-167/Puyallup	0.00	12.06	12.06	T-1	27,028,926	Pierce
513	SR-520 to W G Magnison Park	0.00	3.35	3.35	T-2	5,366,000	King
515	SR-516 To SR-900/Renton	0.00	7.82	7.86	T-1	10,059,000	King
516	SR-99 to SR-18	1.83	11.51	9.95	T-2	5,568,229	King
518	SR-509 to SR-99	0.00	2.83	2.44	T-2	6,867,585	King

SR[1]	Description	BEG SRMP[2]	END SRMP[2]	Length	2005 FGTS Class	Annual Tonnage	County
518	SR-99 to I-5	2.83	3.81	0.98	T-1	13,309,056	King
519	SR-90 To SR-99 Viaduct	0.00	1.14	1.14	T-2	9,943,000	King
520	I-5 Interchange	0.00	0.36	0.36	T-2	4,540,000	King
520	I-5 to SR-202	0.36	12.83	12.46	T-2	7,486,969	King
522	I-5 to I-405	0.00	11.10	11.09	T-1	12,956,000	King
522	I-405 to SR-202	11.10	11.59	0.49	T-1	12,956,000	King
522	SR-202 to King/Snohomish Co. line	11.59	13.45	1.86	T-1	12,956,000	King
522	King/Snohomish Co. line to SR-9	13.45	14.09	0.64	T-1	12,956,000	Snohomish
522	SR-9 to US-2	14.09	24.68	10.59	T-2	7,820,950	Snohomish
524	Yew Way to SR-522	14.31	14.56	0.25	T-2	4,327,345	Snohomish
525	I-5 to SR-526	0.00	6.51	6.68	T-2	5,511,783	Snohomish
526	Boeing Entrance to Evergreen Way	0.80	3.73	2.93	T-2	6,342,862	Snohomish
526	Evergreen Way to I-5	3.73	4.52	0.79	T-1	10,671,996	Snohomish
527	228th St. SE to 164th St. SE/Mill Creek	2.41	6.62	4.21	T-2	4,398,000	Snohomish
528	I-5 Marysville to 47th Ave NE	0.00	0.80	0.80	T-2	4,000,000	Snohomish
529	W Marine View Dr. to I-5	1.46	5.79	5.52	T-2	5,218,460	Snohomish
530	I-5 to SR-9	16.95	20.79	3.84	T-2	8,693,697	Snohomish
530	SR-9 to 115th Ave NE	20.90	24.85	3.75	T-2	6,135,000	Snohomish
531	I-5 to 67th Ave NE	6.29	8.60	2.31	T-2	6,774,600	Snohomish
538	I-5 to La Venture Rd.	0.00	1.27	1.27	T-2	5,066,499	Skagit
539	I-5 Bellingham to SR-546	0.00	12.54	12.54	T-2	7,025,586	Whatcom
542	I-5 to Woburn St/Hannegan Rd.	0.00	0.93	0.93	T-2	5,308,430	Whatcom
542	Woburn St./Hannegan Rd. To Viking St.	0.93	1.66	0.73	T-2	5,308,430	Whatcom
543	I-5 Interchange	0.00	0.20	0.20	T-1	15,556,802	Whatcom
543	I-5 to Canadian Border	0.20	1.09	0.89	T-1	15,556,802	Whatcom
546	SR-539 To SR-9	0.00	8.02	8.02	T-2	5,661,670	Whatcom
548	Drayton Harbor Rd. to I-5/Blaine	10.85	13.85	3.00	T-2	4,000,000	Whatcom
599	I-5 To SR-99	0.00	1.75	1.75	T-1	22,239,400	King
705	I-5 To Schuster Parkway	0.00	1.50	1.50	T-1	14,813,000	Pierce
730	Oregon State Line to US-12/Wallula	0.00	6.08	6.08	T-2	7,384,980	Walla Walla
730	Wallula Spur	5.82	6.12	0.30	T-2	4,815,699	Walla Walla
823	US-12 to I-82	0.00	0.07	0.95	T-2	4,000,000	Yakima
823	I-82 to First Ave	0.07	1.36	1.29	T-2	4,000,000	Yakima
900	I-5 to S 129th St.	5.93	7.71	1.78	T-2	6,561,721	King
900	S 129th St. to 68th St. S	7.71	8.27	0.56	T-2	6,243,929	King
900	68th St. S to I-405	8.27	11.55	3.28	T-2	10,470,000	King
903	SR-970 to Pennsylvania Ave.	0.00	1.90	1.90	T-2	7,174,363	Kittitas
970	I-90 to SR-903	0.00	0.36	0.36	T-2	5,670,000	Kittitas

Appendix C: 2005 FGTS State Route Data Sorted by County

County	SR[3]	Description	BEG SRMP[4]	END SRMP[4]	Length	2005 FGTS Class	Annual Tonnage
Adams	17	Franklin/Adams Co. line to Adams/Grant Co. line	21.80	35.60	13.80	T-2	6,516,000
Adams	26	Grant/ Adams Co. line to SR-24	26.46	40.57	14.11	T-2	6,459,203
Adams	90	Grant/Adams Co. line to Adams/Lincoln Co. line	191.89	239.11	46.65	T-1	21,799,000
Adams	395	Franklin/Adams Co. line to I-90	61.24	96.13	34.89	T-1	10,983,200
Asotin	128	US-12 to Asotin/Whitman Co. line	0.00	0.39	0.39	T-2	5,689,529
Benton	14	Klickitat/Benton Co. line to I-82/Plymouth	152.24	180.77	28.53	T-2	7,045,000
Benton	22	I-82 to Toppenish	0.07	2.32	1.62	T-2	4,599,000
Benton	24	I-82 to Bell Rd.	0.84	4.44	3.60	T-2	6,644,146
Benton	24	SR-240 to Benton/Grant Co. line	38.74	43.79	5.05	T-2	4,906,589
Benton	82	Yakima/Benton Co. line to I-182	75.37	102.87	27.50	T-1	10,536,000
Benton	82	I-182 to US-395	102.87	113.71	10.84	T-1	11,241,102
Benton	182	I-82 to SR-240/Thayer Dr.	0.00	3.37	3.37	T-2	7,119,075
Benton	182	SR-240 to SR-240/George Washington Way	3.37	4.40	1.03	T-1	12,557,543
Benton	182	SR-240/George Washington Way to Benton/Franklin Co. line	4.40	6.04	1.64	T-1	16,122,600
Benton	221	SR-14 /Patterson to SR-22	0.00	26.07	25.95	T-2	5,695,276
Benton	240	Coast St./Srevens Dr. to I-182	30.63	34.87	4.24	T-2	7,130,000
Benton	240	I-182 to US-395	36.05	43.17	7.12	T-2	6,873,000
Benton	395	I-82 to Benton/Franklin Co. line	13.05	18.93	5.88	T-1	18,440,800
Benton	397	Haney Rd. to E 1st. Ave	2.81	6.51	3.70	T-2	5,009,000
Benton	397	E 1st Ave. to Benton/Franklin Co. line	6.51	7.24	0.73	T-2	5,009,000
Chelan	2	SR-97 to SR 285	104.74	118.90	14.16	T-2	7,753,404
Chelan	2	SR-285 to Chelan/Douglas Co. Line	118.92	119.92	1.15	T-1	7,288,864
Chelan	97	Klittitas/Chelan Co. line to US-2	163.72	185.02	21.30	T-2	4,452,000
Chelan	97	Douglas/Chelan Co. line to Chelan/Okanogan Co. line	234.87	246.97	12.10	T-2	3,429,000
Chelan	285	Douglas/Chelan Co. line to Mission St./Stevens St.	0.28	0.61	0.33	T-2	6,072,200
Chelan	285	SR-285 Wenatchee Couplet to US-2	2.86	5.04	2.18	T-2	4,843,000
Clallam	101	SR-112 to US-101 Port Angeles Couplet	242.61	249.61	7.06	T-2	4,369,000
Clallam	101	Port Angeles Couplet/Golf Course Rd. to Clallam/Jefferson Co. line	249.61	274.65	24.74	T-2	7,025,500
Clallam	101	Port Angeles Couplet	249.65	251.32	1.67	T-2	5,881,296
Clallam	117	US-101 to Port Dockes	0.29	1.40	1.11	T-2	6,594,591
Clark	5	Oregon State Line to Clark/Cowlitz Co. line	0.00	20.78	20.78	T-1	94,927,000
Clark	14	I-5 to SE Brady Rd.	0.00	10.27	10.28	T-1	19,140,165
Clark	14	SE Brady Rd. to Washougal	10.27	17.05	6.78	T-1	11,106,675
Clark	205	Oregon State Line to I-5	26.59	37.16	10.57	T-1	25,605,590

[3] State Route
[4] State Route Mile Post

County	SR[3]	Description	BEG SRMP[4]	END SRMP[4]	Length	2005 FGTS Class	Annual Tonnage
Clark	500	I-5 to I-205	0.00	5.21	5.21	T-2	8,202,912
Clark	500	I-205 to NE Gher Rd./112th Ave.	5.21	5.43	0.22	T-1	13,922,685
Clark	500	NE Gher Rd./112th Ave. to NE Ward Rd.	5.43	7.53	2.10	T-2	4,389,020
Clark	501	I-5 to Port of Vancouver	0.00	2.24	1.94	T-2	5,372,700
Clark	503	SR-500 to SR-502	0.00	8.09	7.87	T-2	4,318,200
Cowlitz	5	Clark/Cowlitz Co. line to Cowlitz/Lewis Co. line	20.78	57.13	36.42	T-1	103,913,000
Cowlitz	432	Memorial Park Dr. to 38th Ave	2.78	3.30	0.52	T-2	3,259,662
Cowlitz	432	38th Ave. to SR-433	3.30	6.10	2.80	T-2	5,691,000
Cowlitz	432	SR-433 to I-5	6.10	10.33	4.22	T-1	25,453,000
Cowlitz	433	Oregon State line to SR-432	0.00	0.94	0.94	T-1	10,171,000
Douglas	2	Chelan/Douglas Co. Line to US-2/SR-29	119.92	127.86	0.88	T-1	7,288,864
Douglas	2	US-2/SR-28 to Orondo	127.86	139.85	11.89	T-2	5,899,681
Douglas	28	US-2 to 35th St.	0.00	0.24	0.24	T-1	8,666,525
Douglas	28	35th St. to 31st St.	0.24	0.76	0.52	T-2	8,195,263
Douglas	28	31st.St to SR-285	0.76	3.84	3.08	T-2	8,100,116
Douglas	28	SR-285 Interchange	3.84	4.25	0.41	T-2	8,100,000
Douglas	28	SR-285 to Grant Rd.	4.25	0.31	0.20	T-1	7,697,926
Douglas	28	Grant Rd. to Douglas/Grant Co. line	0.31	22.03	21.72	T-2	6,443,000
Douglas	28	Wenatchee Couplet	4.25	4.58	0.33	T-2	1,573,413
Douglas	97	US-2 to Douglas/Chelan Co. line	213.00	234.87	21.87	T-2	5,074,000
Douglas	285	SR-28 to Douglas/Chelan Co. line	0.00	0.28	0.28	T-2	6,072,200
Ferry	395	Stevens/Ferry Co. line to SR-20	241.61	241.89	0.28	T-2	5,268,300
Franklin	12	I-82 to Franklin/Walla Walla Co. line	291.67	294.70	3.07	T-1	11,155,246
Franklin	17	US-395 to Franklin/Adams Co. line	7.43	21.80	14.31	T-2	7,538,700
Franklin	182	Benton/Franklin Co. line to 20th Ave.	6.04	12.40	6.36	T-1	15,110,935
Franklin	182	20th Ave. to US-395/SR-397	12.40	14.37	1.97	T-1	12,392,577
Franklin	182	US-395/SR-397 Interchange	14.37	14.92	0.55	T-2	5,562,512
Franklin	182	US-395/SR-397 to US-12	14.92	15.19	0.27	T-1	7,163,235
Franklin	395	Benton/Franklin Co. line to I-182.	18.93	20.59	1.66	T-1	19,283,000
Franklin	395	I-182 to Franklin/Adams Co. line	22.72	61.24	38.32	T-1	18,434,500
Franklin	397	Benton/Franklin Co. line to W Ainsworth St./S 10th Ave.	7.24	8.79	1.55	T-2	4,000,000
Franklin	397	E Ainsworth St. to I-182 End Route	8.79	11.23	2.44	T-2	4,104,700
Grant	17	Adams/Grant Co. line to Patton Blvd.	35.60	56.56	20.94	T-2	7,484,000
Grant	24	Benton/Grant Co. line to SR-243	43.79	44.15	0.36	T-2	4,907,000
Grant	26	I-90 to Grant/ Adams Co. line	0.00	26.46	26.46	T-2	6,459,203
Grant	28	Douglas/Grant Co. line to 7th Ave. SW	22.03	29.26	7.23	T-2	6,145,994
Grant	28	7th Ave. SW to SR-281	29.26	29.77	0.51	T-1	9,929,580
Grant	28	SR-281 to Quincy ECL	29.77	30.68	0.91	T-2	3,395,058
Grant	90	Kittitas/Grant Co. line Grant/Adams Co. line	137.43	191.89	54.46	T-1	23,474,000
Grant	281	SR 90 to SR 28/Quincy	0.00	10.55	10.55	T-2	5,268,000
Grant	281	SR-281 Spur	2.65	4.34	1.69	T-2	3,096,000
Grays Harbor	8	US-12 to Grays Harbor/Thurston Co. Line	0.00	10.54	10.54	T-2	7,068,300
Grays Harbor	12	US-101 to Aberdeen Couplet	0.00	0.33	0.33	T-2	4,955,727

County	SR[3]	Description	BEG SRMP[4]	END SRMP[4]	Length	2005 FGTS Class	Annual Tonnage
Grays Harbor	12	Aberdeen Couplet to Wynooche Rd.	0.33	8.16	7.83	T-1	7,424,230
Grays Harbor	12	Wynooche Rd. to SR-8	8.16	20.99	12.83	T-1	10,225,162
Grays Harbor	12	SR-8 to Grays Harbor/Thurston Co. line	21.30	38.84	17.54	T-2	5,716,896
Grays Harbor	12	Aberdeen Couplet	0.33	0.68	0.35	T-2	4,868,480
Grays Harbor	101	Pacific/Grays Harbor Co. line to Market St.	67.18	84.37	17.21	T-2	4,913,000
Grays Harbor	101	Market Street to US-101 Aberdeen Couplet	84.37	87.47	3.10	T-2	5,808,000
Grays Harbor	101	US-101 Aberdeen Couplet to Larson Brothers Rd.	87.47	100.76	13.12	T-2	4,432,000
Grays Harbor	101	Aberdeen Couplet	87.49	91.66	4.17	T-2	8,069,729
Grays Harbor	101	Heron Street Couplet	83.75	83.88	0.13	T-2	3,293,672
Grays Harbor	105	Aberdeen Vicinity	47.39	48.76	1.37	T-2	6,673,345
Jefferson	101	Clallam/Jefferson Co. line to SR-104	274.65	284.63	9.98	T-2	5,800,000
Jefferson	104	US-101 to Jefferson/Kitsap Co. line	0.20	14.67	14.47	T-2	6,417,700
King	5	King/ Pierce Co. line to King/Snohomish Co. line	139.50	177.76	38.26	T-1	121,051,000
King	5	I-5 Express Lanes	165.29	172.43	7.14	T-2	4,624,422
King	18	I-5 to I-90	2.20	27.91	28.41	T-1	17,290,083
King	90	I-5/Seattle to King/Kittitas Co. line	1.94	52.61	50.95	T-1	34,060,000
King	90	I-90 Express Lanes	1.99	9.44	7.45	T-1	
King	99	Pierce/King Co. line to W Green Lake Way	6.15	36.45	27.69	T-1	17,902,000
King	99	W Green Lake Way to King/Snohomish Co. line	36.45	43.50	7.04	T-2	4,126,000
King	99	Alaskan Way Viaduct Couplet	31.72	33.56	1.84	T-2	5,892,656
King	161	Federal Way Vicinity	34.14	35.00	0.86	T-2	2,965,782
King	164	SR-18 to Academy Drive	0.31	4.36	4.05	T-2	6,192,161
King	167	Pierce/King Co. line to Renton	11.17	27.28	16.15	T-1	43,469,182
King	169	SR-516 to Cedar Grove Rd.	11.44	17.68	6.24	T-2	7,320,353
King	169	Cedar Grove Rd. to 140th Way SE	17.68	23.00	5.32	T-1	8,767,119
King	169	140th Way SE to Renton	23.00	25.26	2.26	T-1	16,686,181
King	181	Kent to Renton	5.32	11.37	6.05	T-2	9,256,335
King	202	SR-522 to Woodinville-Redmond Rd.	0.00	0.55	0.55	T-2	5,054,400
King	202	148th Ave. NE/NE 145th St. to NE 85th St.	2.67	6.65	3.98	T-2	4,524,400
King	202	NE 85th St. to Avondale Way	6.65	7.34	0.69	T-2	4,524,400
King	202	Avondale Way to 187th Ave NE	7.34	9.04	1.68	T-2	7,249,200
King	405	I-5/Tukwika to King/Snohomish Co. line	0.00	25.02	25.00	T-1	33,664,000
King	410	Pierce/King Co. line to Enumclaw	22.02	24.29	2.27	T-2	5,003,620
King	509	SR-509 Wye Conn 1st Ave. to SR-518	24.35	29.92	7.07	T-2	4,459,062
King	513	SR-520 to W G Magnison Park	0.00	3.35	3.35	T-2	5,366,000
King	515	SR-516 To SR-900/Renton	0.00	7.82	7.86	T-1	10,059,000
King	516	SR-99 to SR-18	1.83	11.51	9.95	T-2	5,568,229
King	518	SR-509 to SR-99	0.00	2.83	2.44	T-2	6,867,585
King	518	SR-99 to I-5	2.83	3.81	0.98	T-1	13,309,056

County	SR[3]	Description	BEG SRMP[4]	END SRMP[4]	Length	2005 FGTS Class	Annual Tonnage
King	519	SR-90 To SR-99 Viaduct	0.00	1.14	1.14	T-2	9,943,000
King	520	I-5 Interchange	0.00	0.36	0.36	T-2	4,540,000
King	520	I-5 to SR-202	0.36	12.83	12.46	T-2	7,486,969
King	522	I-5 to I-405	0.00	11.10	11.09	T-1	12,956,000
King	522	I-405 to SR-202	11.10	11.59	0.49	T-1	12,956,000
King	522	SR-202 to King/Snohomish Co. line	11.59	13.45	1.86	T-1	12,956,000
King	599	I-5 To SR-99	0.00	1.75	1.75	T-1	22,239,400
King	900	I-5 to S 129th St.	5.93	7.71	1.78	T-2	6,561,721
King	900	S 129th St. to 68th St. S	7.71	8.27	0.56	T-2	6,243,929
King	900	68th St. S to I-405	8.27	11.55	3.28	T-2	10,470,000
Kitsap	3	Sunnyslope Rd to SR-16 Gorst	32.60	34.67	2.07	T-2	4,168,794
Kitsap	3	SR-16/Gorst to SR-104	34.67	60.02	25.17	T-1	11,337,760
Kitsap	16	Pierce/Kitsap Co. line to Gorst	18.10	29.19	11.14	T-1	12,972,000
Kitsap	16	Gorst Spur	28.74	29.13	0.39	T-1	3,043,738
Kitsap	104	Jefferson/Kitsap Co. line to SR-3	14.67	15.59	0.92	T-2	6,417,700
Kitsap	160	SR-16 to Bethel Rd.	0.00	0.82	0.82	T-2	1,874,207
Kittitas	82	I-90 to Kittitas/Yakima Co. line	0.00	19.88	19.88	T-1	10,215,000
Kittitas	90	King/Kittitas Co. line to Kittitas/Grant Co. line	52.61	137.43	84.77	T-1	34,626,000
Kittitas	97	I-90 to SR-10	133.90	136.61	2.71	T-2	3,453,000
Kittitas	97	SR-970 to Klittitas/Chelan Co. line	149.69	163.72	14.03	T-2	6,432,900
Kittitas	903	SR-970 to Pennsylvania Ave.	0.00	1.90	1.90	T-2	7,174,363
Kittitas	970	I-90 to SR-903	0.00	0.36	0.36	T-2	5,670,000
Klickitat	14	SR-97 to Klickitat/Benton Co. line	101.44	152.24	50.80	T-2	4,954,045
Klickitat	14	Maryhill Spur	100.66	101.05	0.39	T-2	2,854,882
Klickitat	97	Oregon State Line to Maryhill Vicinity	0.00	2.50	2.99	T-2	9,523,800
Klickitat	97	Maryhill to Klickitat/Yakima Co. line	2.50	33.52	30.48	T-2	6,305,000
Klickitat	97	Maryhill Spur	2.59	2.68	0.09	T-2	4,933,619
Lewis	5	Cowlitz/Lewis Co. line to Lewis/Thurston Co. line	57.13	85.51	28.38	T-1	112,919,000
Lewis	12	I-5 to SR-122-Silver Creek	66.54	80.28	13.74	T-2	6,399,795
Lewis	12	SR-122/Silver Creek to Gharet Rd.	80.28	116.86	36.60	T-2	4,254,800
Lewis	508	I-5 Interchange	0.00	0.16	0.16	T-2	5,954,306
Lewis	508	I-5 to Forest Rd.	0.16	0.25	0.09	T-2	5,954,306
Lincoln	82	US-395 to Oregon State Line	113.71	132.60	18.89	T-1	20,795,691
Lincoln	90	Adams/Lincoln Co. line Lincoln/Spokane Co. line	239.11	255.29	16.18	T-1	23,825,000
Mason	101	SR-3 to Mason/Thurston Co. line	348.95	356.92	7.20	T-2	7,416,000
Okanogan	97	Chelan/Okanogan Co. line to Canadian Border	246.97	336.48	89.49	T-2	4,101,000
Pacific	101	SR-6 to Pacific/Grays Harbor Co. line	58.48	67.18	8.43	T-2	4,015,400
Pierce	5	Thurston/Pierce Co. line to Pierce/King Co. line	114.93	139.50	24.56	T-1	121,696,000
Pierce	7	Weiler Rd. to SR-512	41.19	52.58	11.39	T-2	7,429,378
Pierce	16	Tacoma to Pierce/Kitsap Co. line	0.00	18.10	15.87	T-1	14,051,627
Pierce	99	I-5 to Pierce/King Co. line	0.00	6.15	2.50	T-1	13,101,000
Pierce	161	Kapowsin Highway to 224th St. E	13.17	18.81	5.04	T-2	4,454,000
Pierce	161	224th St. E to SR-512	18.21	25.85	7.64	T-2	8,843,638
Pierce	161	SR-512 to Valley Ave. E	28.73	28.82	0.09	T-2	3,539,657
Pierce	162	SR-410/Sumner to Orting	0.00	8.88	6.50	T-2	6,297,377

County	SR[3]	Description	BEG SRMP[4]	END SRMP[4]	Length	2005 FGTS Class	Annual Tonnage
Pierce	167	9th St. NW to 167 Couplet	5.60	5.26	0.94	T-2	5,454,229
Pierce	167	SR-167 Couplet to SR-512	5.26	5.72	0.46	T-2	3,551,587
Pierce	167	SR-512 to Pierce/King Co. line	5.72	11.17	5.45	T-1	43,469,000
Pierce	167	Puyallup Couplet	5.72	6.26	0.54	T-2	9,626,463
Pierce	410	SR-167 to Sumner Buckley Highway/181st St.	8.84	13.37	4.53	T-1	20,629,000
Pierce	410	Sumner Buckley Highway to 262nd Ave. Buckley	13.37	18.61	5.24	T-2	7,972,024
Pierce	410	262nd Ave to Mundy Loss Rd.	18.61	19.63	1.02	T-2	5,973,745
Pierce	410	Mundy Loss Rd. to E Park Dr.	19.63	21.42	1.79	T-2	5,756,237
Pierce	410	E Park Dr./Buckley to Pierce/King Co. line	21.42	22.02	0.60	T-2	5,756,000
Pierce	507	East Gate Fort Lewis to SR-7	39.59	43.57	3.98	T-2	4,267,500
Pierce	512	I-5 To SR-167/Puyallup	0.00	12.06	12.06	T-1	27,028,926
Pierce	705	I-5 To Schuster Parkway	0.00	1.50	1.50	T-1	14,813,000
Skagit	5	Snohomish/Skagit Co. line to Skagit/Whatcom Co. line	217.66	242.63	24.98	T-1	46,030,000
Skagit	20	Anacortes to Burlington	47.90	59.85	11.95	T-2	11,418,397
Skagit	20	Anacortes Spur	47.89	55.67	7.78	T-2	4,838,724
Skagit	538	I-5 to La Venture Rd.	0.00	1.27	1.27	T-2	5,066,499
Skamania	14	Bridge of the Gods Rd. to Wind River Rd/Stevenson	41.55	47.47	5.92	T-2	4,180,554
Snohomish	2	1-5/Everett to SR-204	0.00	2.45	2.45	T-1	14,160,097
Snohomish	2	SR-204 to Index-Galena Rd	2.45	35.62	33.12	T-2	6,262,200
Snohomish	5	King/Snohomish Co. line to Snohomish/Skagit Co. line	177.76	217.66	39.89	T-1	75,031,000
Snohomish	9	SR-522 to SR-530	0.00	29.57	29.57	T-2	5,927,825
Snohomish	92	SR-9 to Granite Falls	0.00	8.26	8.25	T-2	6,897,363
Snohomish	96	I-5 Interchange Vicinity	0.00	0.12	0.12	T-1	20,200,987
Snohomish	96	I-5 to SR-9	0.12	6.75	6.63	T-2	7,982,368
Snohomish	99	King/Snohomish Co. line to I-5	43.50	55.41	11.90	T-2	5,043,000
Snohomish	204	US-2 To SR-9	0.00	2.35	2.38	T-2	5,713,400
Snohomish	405	King/Snohomish Co. line to I-5/Swamp Creek	25.02	30.32	5.30	T-1	33,664,000
Snohomish	522	King/Snohomish Co. line to SR-9	13.45	14.09	0.64	T-1	12,956,000
Snohomish	522	SR-9 to US-2	14.09	24.68	10.59	T-2	7,820,950
Snohomish	524	Yew Way to SR-522	14.31	14.56	0.25	T-2	4,327,345
Snohomish	525	I-5 to SR-526	0.00	6.51	6.68	T-2	5,511,783
Snohomish	526	Boeing Entrance to Evergreen Way	0.80	3.73	2.93	T-2	6,342,862
Snohomish	526	Evergreen Way to I-5	3.73	4.52	0.79	T-1	10,671,996
Snohomish	527	228th St. SE to 164th St. SE/Mill Creek	2.41	6.62	4.21	T-2	4,398,000
Snohomish	528	I-5 Marysville to 47th Ave NE	0.00	0.80	0.80	T-2	4,000,000
Snohomish	529	W Marine View Dr. to I-5	1.46	5.79	5.52	T-2	5,218,460
Snohomish	530	I-5 to SR-9	16.95	20.79	3.84	T-2	8,693,697
Snohomish	530	SR-9 to 115th Ave NE	20.90	24.85	3.75	T-2	6,135,000
Snohomish	531	I-5 to 67th Ave NE	6.29	8.60	2.31	T-2	6,774,600
Spokane	2	Fairchild Air Force Base to I-90	275.35	283.22	7.87	T-2	4,812,679
Spokane	2	I-90 to Bridges Elk Hwy(Includes Brown & Division Couplets)	286.87	313.42	27.96	T-2	4,151,402
Spokane	2	Browne Street Couplet	287.45	288.08	0.63	T-2	4,200,000
Spokane	2	Division Street Couplet	289.19	290.72	1.53	T-2	4,000,000

County	SR[3]	Description	BEG SRMP[4]	END SRMP[4]	Length	2005 FGTS Class	Annual Tonnage
Spokane	90	Lincoln/Spokane Co. line to Idaho state line	255.29	299.82	44.51	T-1	36,840,000
Spokane	195	Whitman/Spokane Co. line to Spangle Creek/Cameron Rd.	66.22	82.05	15.10	T-2	4,609,262
Spokane	195	Spangle Cr/Cameron Rd to Cheney-Spokane Rd.	82.05	93.83	11.75	T-2	5,802,857
Spokane	195	Cheney-Spokane Rd. to I-90	93.83	95.99	2.16	T-2	5,365,500
Spokane	290	SR-290 Spur to Idaho State Line	0.74	18.38	17.64	T-2	5,810,000
Spokane	290	Hamilton Spur	0.74	1.41	0.67	T-2	6,771,000
Spokane	395	US-2 to Spokane/Stevens Co. line	164.50	183.69	19.21	T-2	6,122,000
Stevens	395	Spokane/Stevens Co. line to Stevens/Ferry Co. line	183.69	241.61	57.90	T-2	5,268,300
Thurston	5	Lewis/Thurston Co. line to Thurston/Pierce Co. line	85.81	114.93	29.42	T-1	107,920,000
Thurston	8	Grays Habor/Thurston Co. line to US 101	10.54	20.67	10.13	T-2	7,683,000
Thurston	12	Grays Harbor/Thurston Co. line to I-5	38.84	46.62	7.78	T-2	6,531,000
Thurston	101	Mason/Thurston Co. line to SR-8	356.92	361.40	4.48	T-2	7,416,000
Thurston	101	SR-8 to I-5	361.52	367.41	5.89	T-1	16,271,600
Thurston	510	I-5 to Quinalt Way NE	0.01	0.26	0.25	T-2	5,793,181
Walla Walla	12	Franklin/Walla Walla Co. line to SR-730	294.70	307.41	12.71	T-1	12,804,000
Walla Walla	12	SR-730 to SR-125 Spur	307.41	335.30	27.89	T-2	5,144,158
Walla Walla	125	Oregon State Line to W Rose Street	0.00	5.41	5.40	T-2	6,249,197
Walla Walla	730	Oregon State Line to US-12/Wallula	0.00	6.08	6.08	T-2	7,384,980
Walla Walla	730	Wallula Spur	5.82	6.12	0.30	T-2	4,815,699
Whatcom	5	Skagit/Whatcom Co. line to Canadian Border	242.63	275.00	32.37	T-1	32,537,000
Whatcom	9	SR-542 to Canadian border	84.01	98.17	14.16	T-2	5,845,700
Whatcom	539	I-5 Bellingham to SR-546	0.00	12.54	12.54	T-2	7,025,586
Whatcom	542	I-5 to Woburn St/Hannegan Rd.	0.00	0.93	0.93	T-2	5,308,430
Whatcom	542	Woburn St./Hannegan Rd. To Viking St.	0.93	1.66	0.73	T-2	5,308,430
Whatcom	543	I-5 Interchange	0.00	0.20	0.20	T-1	15,556,802
Whatcom	543	I-5 to Canadian Border	0.20	1.09	0.89	T-1	15,556,802
Whatcom	546	SR-539 To SR-9	0.00	8.02	8.02	T-2	5,661,670
Whatcom	548	Drayton Harbor Rd. to I-5/Blaine	10.85	13.85	3.00	T-2	4,000,000
Whitman	128	Asotin/Whitman Co. line to Idaho State Line	0.39	2.24	1.85	T-2	5,689,500
Whitman	195	Idaho State line to SR-27	0.00	19.96	20.26	T-2	4,600,000
Whitman	195	SR-27 to Whitman/Spokane Co. line	19.96	66.22	44.10	T-2	4,609,262
Yakima	12	McCormick Rd. to I-82	196.67	202.75	6.11	T-2	6,702,281
Yakima	22	SR-221 to I-82	35.74	36.52	0.78	T-2	4,244,340
Yakima	24	I-82 /Yakima Vicinity	0.00	0.84	0.84	T-1	9,143,805
Yakima	82	Kittitas/Yakima Co. line to Yakima/Benton Co. line	19.88	75.37	55.46	T-1	31,125,000
Yakima	97	Klickitat/Yakima Co. line to W 1st Ave.	33.52	62.00	28.39	T-2	8,265,000
Yakima	97	W 1st Ave to I-82	62.00	76.36	14.32	T-2	5,034,000
Yakima	823	US-12 to I-82	0.00	0.07	0.95	T-2	4,000,000
Yakima	823	I-82 to First Ave	0.07	1.36	1.29	T-2	4,000,000

Appendix D: Summary of 2003 to 2005 FGTS State Route Changes

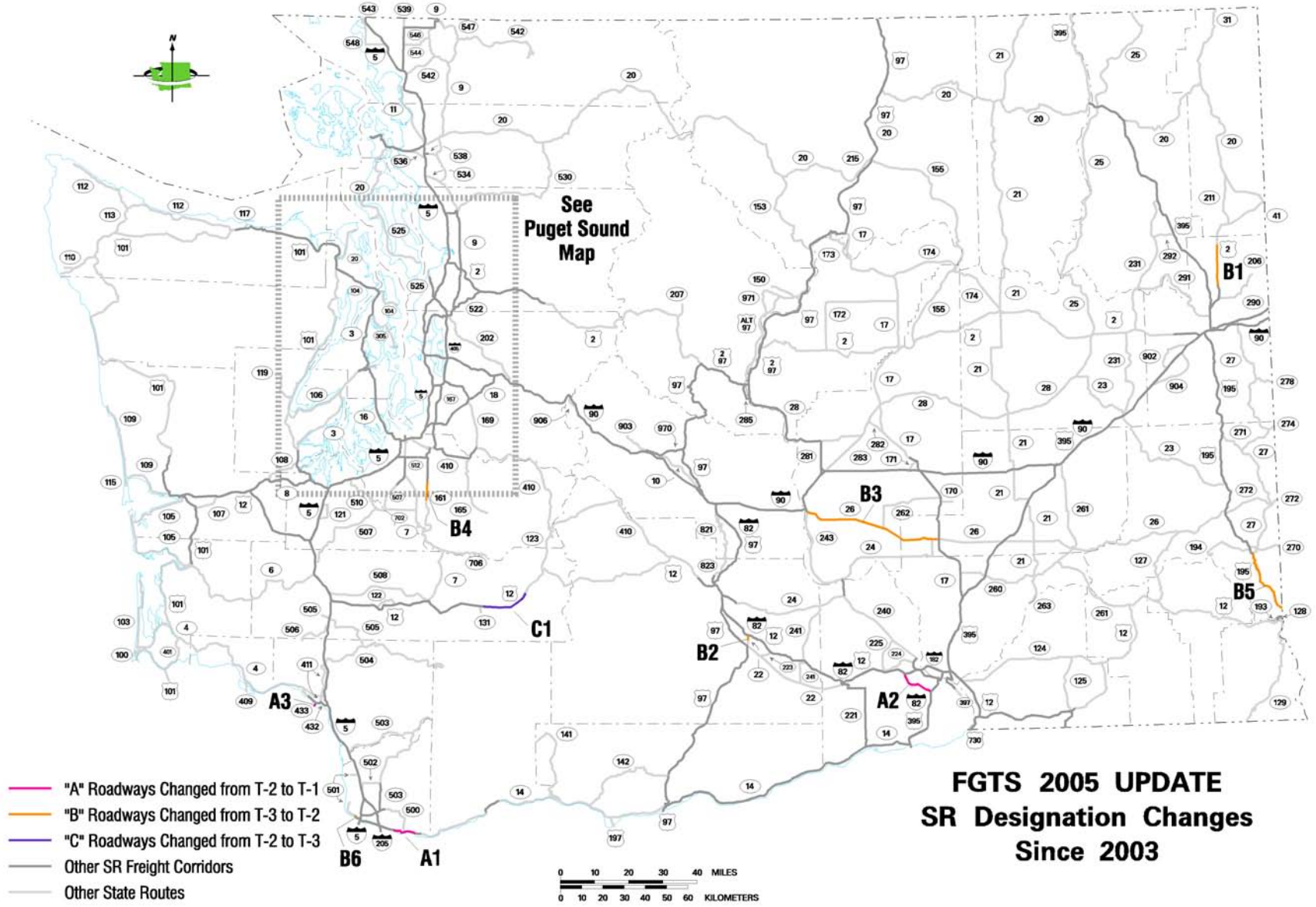
Summary of Miles Changed

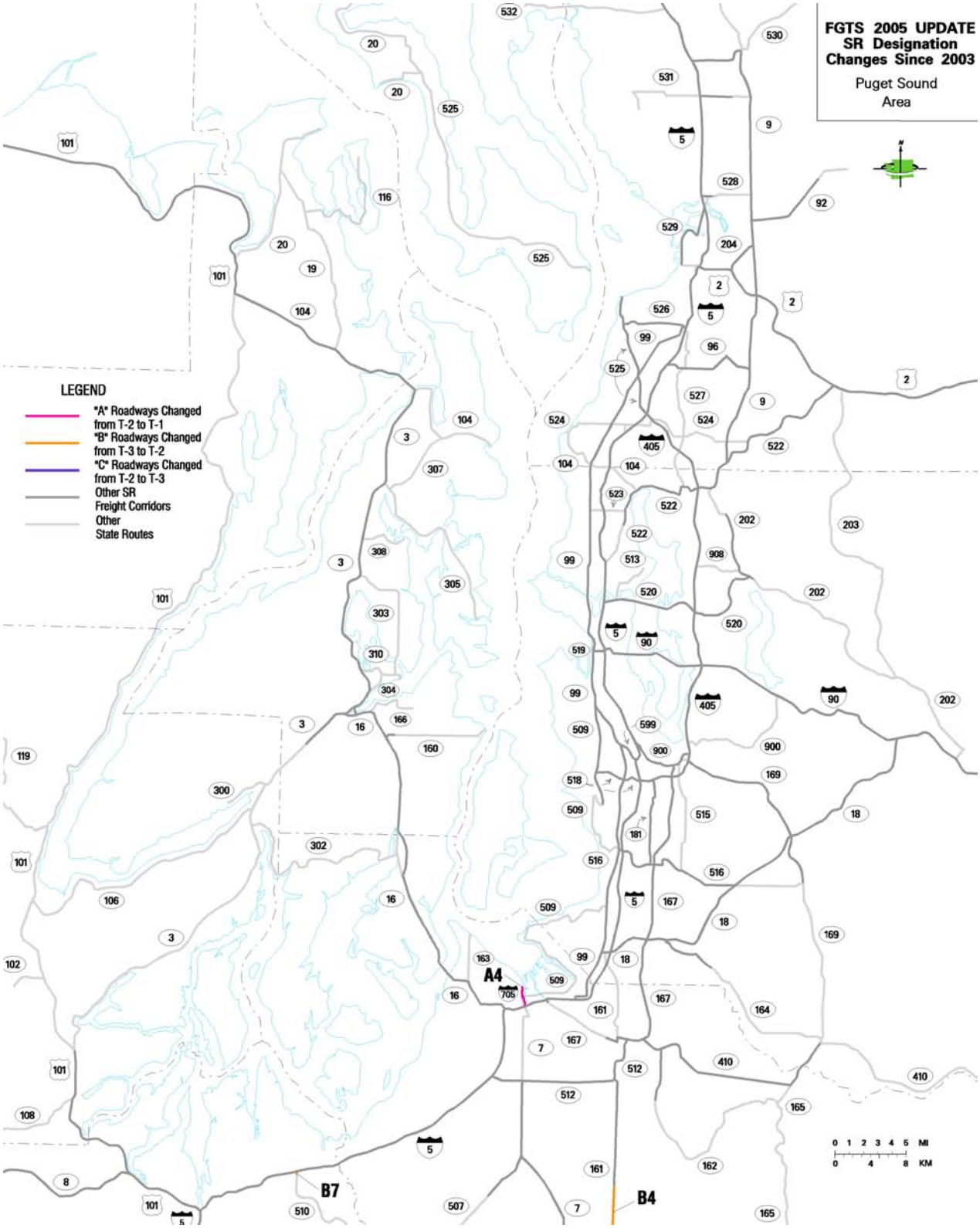
Classification Changes				Distance Modified		Total Miles Changed
T-2 to T-1	T-3 to T-2	T-2 to T-3	T-1 to T-2	T1	T2	
20.06	81.49	13.86	0.00	-3.35	0.31	119

2003-05 FGTS Change	State Route SR	State Milepost Begin	State Milepost End	Total Length in Miles	2005 FGTS Class	Description	Annual Tonnage	Comments	Length of Change in Miles	FGTS Class Change
T-2 to T-1										
A1	14	10.27	17.05	6.78	T-1	SE Brady Rd. to Washougal	11,106,675	New T-1 from T-2	6.78	T-2 to T-1
A2	82	102.87	113.71	10.84	T-1	I-182 to SR-395	11,241,102	New T-1 from T-2	10.84	T-2 to T-1
A3	433	0.00	0.94	0.94	T-1	Oregon St Line to SR 432	10,171,000	New T-1 from T-2	0.94	T-2 to T-1
A4	705	0.00	1.50	1.50	T-1	SR 5 To Schuster Parkway	14,813,000	New T-1 from T-2	1.5	T-2 to T-1
Total									**20.06**	
T-3 to T-2										
B1	2	286.87	313.42	26.55	T-2	I-90 to Bridges Elk Hwy (Includes Brown & Division Couplets)	4,151,402	T-2 route extended, Brown and Division Couplets included	14.51	T-3 to T-2
B2	22	0.07	2.32	1.62	T-2	I-82 to Toppenish	4,599,000	New T-2 from T-3	1.62	T-3 to T-2
B3	26	0.00	1.02	1.02	T-2	I-90 to SR-243		T-2 route extended to SR-24 Othello	39.55	T-3 to T-2
B4	161	13.17	18.81	5.04	T-2	Kapowsin Highway to 224th St. E	4,454,000	T-2 route extended	5.04	T-3 to T-2
B5	195	0.00	19.96	20.26	T-2	Idaho State line to SR-27	4,600,000	T-2 route extended	20.26	T-3 to T-2
B6	501	0.00	2.24	1.94	T-2	I-5 to Port of Vancouver	5,372,700	T-2 route extended	0.44	T-3 to T-2
B7	510	0.01	0.26	0.25	T-2	I-5 to Quinalt Way NE	5,793,181	T-2 route extended	0.07	T-3 to T-2
Total									**81.49**	
T-2 to T-3										
C1	12	80.28	116.86	36.58	T-2	SR-122/Silver Creek to Gharet Rd.	4,254,800	T-2 now ends at MP 116.86	13.86	T-2 to T-3
Total									**13.86**	

Distance Modified

State Route SR	State Milepost Begin	State Milepost End	Total Length in Miles	2005 FGTS Class	Description	Annual Tonnage	Comments	Length of Change in Miles T1	Length of Change in Miles T2
2	0.77	1.51	0.74	T-2	Everett Couplet (SR-2 to I-5)	6,729,600	Roadway designation change, no longer Everett Couplet	-0.74	
5	242.63	275.00	32.37	T-1	Skagit/Whatcom Co. line to Canadian Border	32,537,000	Mileage wrong in 2003 (32.43)	-0.06	
9	0.00	29.57	29.57	T-2	SR-522 to SR-530	5,927,825	Reported MP end 19.54 in 2003		0.03
12	80.28	130.72	50.44	T-2	SR-122/Silver Creek to Gharet Rd.	4,254,800	Mileage wrong 2003 (50.45)		-0.01
17	35.60	56.56	20.94	T-2	Adams/Grant Co. line to Patton Blvd.	7,484,000	Reported MP end at 56.57 in 2003		-0.1
24	0.84	4.44	3.60	T-2	I-82 to Bell Rd.	6,644,146	Reported MP end at 4.5 in 2003		-0.06
28	4.25	0.31	0.20	T-1	SR-285 to Grant Rd.	7,697,926	Reported MP end at .32 in 2003	-0.01	
97	149.69	163.72	14.03	T-2	SR-970 to Klittitas/Chelan Co. line	6,432,900	Mileage wrong in 2003 (14.33)		-0.3
99	6.15	36.45	27.69	T-1	Pierce/King county line to W Green Lake Way	17,902,000	Mileage wrong in 2003 (30.23)	-2.54	
101	356.92	361.40	4.48	T-2	Mason/Thurston Co. line to SR-8	7,416,000	Mileage wrong in 2003 (4.46)		0.02
510	0.01	0.26	0.25	T-2	I-5 to Quinalt Way NE	5,793,181	Reported MP end at .19 in 2003		0.06
519	0.00	1.14	1.14	T-2	SR 90 TO SR-99 Viaduct	9,943,000	Mileage wrong in 2003 (0.47)		0.67
Total								**-3.35**	**0.31**


See
Puget Sound
Map
A1
A2
A3
B1
B2
B3
B4
B5
B6
C1
"A" Roadways Changed from T-2 to T-1
"B" Roadways Changed from T-3 to T-2
"C" Roadways Changed from T-2 to T-3
Other SR Freight Corridors
Other State Routes
0 10 20 30 40 MILES
0 10 20 30 40 50 60 KILOMETERS
FGTS 2005 UPDATE
SR Designation Changes
Since 2003


FGTS 2005 UPDATE
SR Designation
Changes Since 2003
Puget Sound
Area
LEGEND
"A" Roadways Changed from T-2 to T-1
"B" Roadways Changed from T-3 to T-2
"C" Roadways Changed from T-2 to T-3
Other SR Freight Corridors
Other State Routes
A4
B7
B4
0 1 2 3 4 5 MI
0 4 8 KM

Appendix E: 2005 FGTS County Road and City Street* Data

** City data not included in draft of November 7, 2005.*

County/ City	Route Name	Begin	End	Length	2005 FGTS Class
Adams					
	Cunningham (Main St)	at Othello City Limits	at SR17	0.53	T-2
Asotin					
	Fleshman Way	at WA./ID. State Line (Bridge)	at AR Ramp – Southway Road	0.15	T-2
Benton	*No T-1 or T-2 County Roads*				
Chelan	*No T-1 or T-2 County Roads*				
Clallam	*No T-1 or T-2 County Roads*				
Clark					
	NE 134Th St	At NE Tenny Rd/NE 134Th St	At I5 Sb on Ramp	0.14	T-2
	NE 134th St	315 Ft W of I5 Sb on Ramp	105 Ft W of I5 Sb on Ramp	0.04	T-2
	NE 139th St	at NE 3rd Ct	at NE 139th St / NE Tenny Rd	0.12	T-2
	NE 162nd Ave	at Van C/L	at NE 162nd Ave	1.02	T-2
	NE 182nd Ave	at NE 136th St (PVT)	at NE 164th St	1.43	T-2
	NE 259th St	at NE 72nd Ave/NE 259th St	at NE 259th St /NE 82nd Ave	0.49	T-2
	NE 63rd St	at NE 56th Ave/NE 63rd St	at NE Andersen Rd	0.61	T-2
	NE 72nd Ave	at NE ST Johns Rd/NE 72nd Ave	at NE 179th St	3.24	T-2
	NE 72nd Ave	at SR 502 (NE 219th St)	at NE 72nd Ave/NE 259th St	1.98	T-2
	NE 76th St	at NE 89th Ave	at SR 503 (NE 117th Ave)	1.42	T-2
	NE 76th St	at NE 76th St	at NE 120th Ave	0.15	T-2
	NE 78th St	475 ft W of NE Padden Parkway	315 ft W of NE Padden Parkway	0.03	T-2
	NE 78th St	at NE Hwy 99	at NE 89th Ave	3.87	T-2
	NE 78th St	at NW Anderson Ave	265 ft E of NW 5th Ave	0.14	T-2
	NE 78TH ST	at NW 78th St/NE 78th St	at NE Hazel Dell Ave	0.07	T-2
	NE 83rd St (Padden)	at NE Andresen Rd	at I-205 Overpass Start	0.39	T-1
	NE 99th St	at NE Hazel Dell Ave	at NE 99th St	0.61	T-1
	NE Andresen Rd	at Vancouver C/L	at NE 78th St	1.35	T-2
	NE Andresen Rd	at NE 78th St	at NE 83rd St (Padden)	0.23	T-1
	NE Covington	55 ft NW of NE Covington/NE Covington	55 ft NW of NE 107th Ave	0.13	T-2
	NE Covington Rd	at NE Fourth Plain	55 ft NW of NE Covington/NE Covington	0.16	T-2
	NE Hazel Dell Ave	at NE 63rd St	at NE 76th St	0.63	T-2
	NE Hwy 99	210 ft S of NE 117th St	210 ft N of NE 117th St	0.08	T-2
	NE Hwy 99	at Main St/NE Hwy 99	at NE 99th St	2.08	T-1
	NE Hwy 99	at NE 99th St	at NE 119th St	1.04	T-2
	NE Minnehaha St	55 ft E of NE St Johns Rd	55 ft after NE 56th Ave	1.05	T-2
	NE St Johns Rd	at NE 68th St	at NE 78th St	0.72	T-1

County/ City	Route Name	Begin	End	Length	2005 FGTS Class
	NE St Johns Rd	at NE 78th St	at NE St Johns Rd/NE 72nd Ave	2.31	T-2
	NE Tenny Rd	at NE 139th St / NE Tenny Rd	at NE Tenny Rd/NE 134th ST	0.42	T-2
	NE Ward Rd	at SR 500	at NE 136th St (PVT)	4.15	T-2
	NW 139th St	at NW 7th Ave (PVT)	at NE 3rd CT	0.44	T-2
	NW 78th St	265 ft E of NW 5th Ave	at NW 78th St/NE 78th St	0.21	T-2
	NW 78th St	at NW 9th Ave	at NW Anderson Ave	0.10	T-2
	NW La Center Rd	at NW Timmen Rd / NW La Center Rd	at NW Lacenter Rd/NW 319th St	1.20	T-2
	NW La Center Rd	at NW Timmen Rd / NW La Center Rd	at City Limits	0.52	T-2
	Padden Parkway	at NE 83rd St/Padden Parkway	at SR 503	1.14	T-1
	SE 1st St	at NE 172nd Ave/SE 172nd Ave	at SE 192nd Ave	0.95	T-2
Columbia	*No T-1 or T-2 County Roads*				
Cowlitz	*No T-1 or T-2 County Roads*				
Douglas	*No T-1 or T-2 County Roads*				
Ferry	*No T-1 or T-2 County Roads*				
Franklin	*No T-1 or T-2 County Roads*				
Garfield	*No T-1 or T-2 County Roads*				
Grant					
	3-NE	at BN RR Xing 1Y147.5	at O-NE	0.10	T-2
	3-NE	at BN RR Xing 1YSA15.8	at Front St	0.58	T-2
	Patton Blvd	at Doolittle Dr	at Craig Blvd	0.55	T-2
	Patton Blvd	at Turnkey Rd *No Connection*	at Andrews St	0.66	T-2
	U-SE	at 7-SE	at South Fontage Rd	4.47	T-2
Grays Harbor					
	Montesano St S	at SR 105	at Westport City Limits	1.03	T-2
Island	*No T-1 or T-2 County Roads*				
Jefferson	*No T-1 or T-2 County Roads*				
King					
	1 Ave S	210 ft S of SW 128 St	at 1 Ave S	1.25	T-2
	100 Ave NE	at NE 132 St	at NE 145 St	0.94	T-2
	103 Ave SW	at Vashon Hwy SW/103 Ave SW	at SW Burton Dr	0.07	T-1
	103 Ave SW	at SW 228 St	at 103 Ave SW	0.27	T-1
	132 Ave SE	at SE 236 Pl	at 132 Ave SE	1.90	T-2
	138 Ave SE	at C/L Renton	at Node# 8615	0.60	T-2
	140 Ave SE	at SE Lk Young Way/140 Ave SE	at SR 169	3.59	T-2
	150 Ave SE	at SE Newport Wy/150 Ave SE	at C/L Bellevue	0.33	T-2
	16 Ave SW	at SW 116 St	at 16 Ave SW/White Center Cut-Off	1.00	T-2
	17 Ave SW	at SW 98 St	at SW Roxbury St	0.13	T-2
	68 Ave NE	at NE 170 St	at SR 533 (NE Bothell Way)	0.46	T-1
	99 Ave SW	at 103 Ave SW	at SW 174 St	4.07	T-1
	99 Ave SW	at 103 Ave SW	at Vashon-Southworth Ferry	0.01	T-1
	99 Ave SW	at Cederhurst Rd	at 99 Ave SW/Vashon Island Hwy	0.82	T-1
	99 Ave SW	at SW 171 St	at SW 156 St	0.92	T-1
	Avondale Rd NE	at NE 116 St	at Avondale Rd NE	3.71	T-2
	Carr Road	at C/L Renton	at SR 515 (108 Ave SE)	0.30	T-1

County/ City	Route Name	Begin	End	Length	2005 FGTS Class
	Coal Creek Parkway SE	at Node# 8615	at SE May Valley Rd	0.44	T-2
	E Lk Sammamish Rd SE	at Lk Samm Boat Ent/St Pk Ent	at SE 43 Way	0.23	T-2
	E Lk Sammamish Rd SE	at Road Entrance	.142 mi SE of Lk Samm Boat Ent/St Pk Ent	0.38	T-2
	Issaquah Hobart Rd	at SR 18	at C/L Issaquah	6.15	T-2
	Juanita-Woodinville Way NE	at NE 145 St	at I-405 S.Bound (Overpass)	0.72	T-2
	Lea Hill Rd SE	at 104 Pl SE	at 105 Pl SE	0.22	T-2
	Myers Way S	at 1 Ave S	at S 99 St	0.80	T-2
	NE 124 St	at 132 Ave NE	at NE 124 St/NE 124 Way	2.01	T-1
	NE 124 Way	at Pavement change	at Pavement change	0.67	T-1
	NE 128 St	at Cottage Creek	at Pavement change	0.02	T-1
	NE 128 St	at NE 124 Way/NE 128 St	at NE 128 St/NE 128 Way	0.83	T-1
	NE 128 Way	at NE 128 St/NE 128 Way	at Cottage Creek	0.16	T-1
	NE 128 Way	at Pavement change	at Avondale Rd NE	0.04	T-1
	NE Woodinville-Duvall Rd	at C/L Woodinville	at Avondale Rd NE	1.55	T-2
	Orillia Rd S	at S 188 St/Orillia Rd S	at C/L Kent	1.44	T-1
	S 118 St	at Military Rd S	at 24 Ave S	0.11	T-1
	S 208 St	at S 212 Way/S 208 St	at S 208 St/SE 208 St	0.24	T-1
	S 212 Way	at C/L Kent	at S 212 Way/S 208 St	0.32	T-1
	S 272 St	at I-5 N.B. Off/On Ramp	at 31 Ave S	1.53	T-2
	S 277 St	160 ft W of Auburn Way N	at Auburn Way N	0.03	T-2
	S 277 St	at 55 Ave S	at SR 167-N.B.Ramp-C/L Auburn	0.97	T-2
	S 320 St	at C/L Federal Way	at Military Rd S	0.55	T-1
	S Peasley Cnyn Rd	at Military Rd S	at C/L Auburn	1.61	T-1
	Sahalee Way NE	.660 mi S of Redmond Fall City Rd	at Redmond Fall City Rd	0.66	T-2
	SE 128 St	at 155 Ave SE	at SE 136 St	1.28	T-2
	SE 176 St	at 111 Ave SE	at 113 Pl SE	0.20	T-1
	SE 208 St	at 132 Ave SE	at SR 515 (108 Ave SE)	1.50	T-2
	SE 208 St	at S 208 St/SE 208 St	at SR 515 (108 Ave SE)	0.46	T-1
	SE 320 St	at C\L Auburn	at 104 Pl SE	0.13	T-2
	SE Lake Young Way	at 132 Ave SE	at SE Lk Young Way/140 Ave SE	0.64	T-2
	SE Petrovitsky Rd	at 113 Pl SE	at 143 Ave SE/SE 176 St	1.88	T-1
	SE Petrovitsky Rd	at SR 515 (108 Ave SE)	at 111 Ave SE	0.14	T-1
	Simonds Rd NE	at 92 Ave NE	at 100 Ave NE	0.57	T-2
	Vashon Hwy SW	at SW 174 St	at Cederhurst Rd	0.62	T-1
	Vashon Hwy SW	at Tahlequah Ferry Dock (BMP)	at Vashon Hwy SW/103 Ave SW	4.74	T-1
	Vashon Island Highway	at SW 156 St	at SW 140 St	1.54	T-1
	Vashon Island Hwy	at 99 Ave SW/Vashon Island Hwy	at 103 Ave SW	0.13	T-1
	White Center Cut-Off	at 16 Ave SW/White Center Cut-Off	at SW 98 St	0.15	T-2
Kitsap					
	Bethel Rd SE	at Sedgwick Rd (SE) (SR 160)	at Port Orchard City Limits	1.36	T-2
	Bucklin Hill Rd (NW)	at Silverdale Way NW	at Mickelberry Rd NW	0.55	T-2
	Kitsap Mall Blvd NW	at Randall Way (NW)	at SR 3 NB On/Off Ramp	0.11	T-1
	Lund Ave (SE)	at Bethel Rd SE	at Port Orchard City Limits	0.55	T-1

County/ City	Route Name	Begin	End	Length	2005 FGTS Class
	Newberry Hill Rd (NW)	at Dickey Rd NW	at SR 3 NB On/Off Ramps	0.94	T-2
	Newberry Hill Rd (NW)	at SR 3 NB On/Off Ramps	at Silverdale Way NW	0.18	T-1
	Randall Way (NW)	at Kitsap Mall Blvd NW	at Silverdale Way NW	0.45	T-2
	Silverdale Way NW	at Newberry Hill Rd (NW)	at SR 303 WB Off Ramp	2.10	T-1
	Viking Way NW	at SR 308	at Poulsbo City Limits	2.33	T-2
Kittitas					
	Anderson Rd	at Umptanum Rd	10 ft before EOR-Ellensburg City Limits	0.41	T-2
	Kittitas Hwy	at Ellensburg City Limits	.180 mi E of Bridge #79031	3.84	T-2
	Reecer Creek Rd	at University Way	240 ft S of Old Highway Ten	0.05	T-2
	South Cle Elum Rd	at Cle Elum City Limits	at EOR-S Cle Elum City Limits	0.27	T-2
	Umptanum Rd	at Ellensburg City Limits	at Bridge #78102	0.95	T-2
	University Way	at Ellensburg City Limits	at Bridge #88342	0.47	T-2
	Vantage Hwy	at Ellensburg City Limits	at Naneum Rd	2.80	T-2
	Vantage Hwy	at 264' E Recreation Drive	at Huntzinger Rd	1.03	T-2
Klickitat	*No T-1 or T-2 County Roads*			9.82	
Lewis	*No T-1 or T-2 County Roads*				
Lincoln	*No T-1 or T-2 County Roads*				
Mason	*No T-1 or T-2 County Roads*				
Okanogan	*No T-1 or T-2 County Roads*				
Pacific	*No T-1 or T-2 County Roads*				
Pend Oreille	*No T-1 or T-2 County Roads*				
Pierce					
	070 Av E	at Fife Leaving City Limits	at Pacific Hwy E (SR 099)	0.17	T-1
	072 St E	at 350' E Of 025 Av E	at Waller Rd E	0.25	T-2
	094 Av E	at 128 St E	at 047 Av SW	0.76	T-2
	096 St S	at Lakewood: East City Limits	at 096 St S	0.02	T-2
	096 St S	at Tacoma Bdry: 690' W Of C-L Steele St	at 026 Av S	0.15	T-2
	116 St S	at Spanaway Loop Rd S/116 St S	at 116 St S/Steele St S	0.37	T-2
	176 St E	at A Street S	at Meridian E (SR 161)	6.64	T-2
	176 St S	at Pacific Av S (SR 007)	at A Street S	0.12	T-2
	192 St E	at 038 Av E	at Canyon Rd E	0.98	T-2
	Canyon Rd E	at 104 St E	at SR 512: WB Ramp	0.19	T-2
	Canyon Rd E	at SR 512: WB Ramp	at 192 St E	5.33	T-1
	Jovita Blvd E	at West Valley Hwy E	at SR 167—West Row Line	0.02	T-1
	Lakewood Dr W	at 070 St W	at 064 St W (UP)	0.33	T-2
	Military Rd S	at Pacific Ac S (SR 007)	at Spanaway Loop Rd S	1.17	T-2
	Pioneer Wy E	at Tacoma: East City Limits	at Waller Rd E	0.30	T-2
	Portland Av E	at 112 ST E	at 104 St E	0.55	T-2
	Spanaway Loop Rd S	at Military Rd S	at Spanaway Loop Rd S/116 St S	1.90	T-2
	Steele St S	at 116 St S/Steele St S	at Sales Rd S	0.73	T-1
	Steilacoom Dupont Rd SW	at Realignment Created Split W Dupont	at Ft Lewis: 16th St	3.17	T-2
	Valley Av E	at Freedman Rd E (Fife)	at W Line Sec 16; City Limits	0.31	T-1
San Juan	*No T-1 or T-2 County Roads*				
Skagit					
	Cook Road	at I-5 Overpass	at Sedro Woolley City Limits	3.87	T-2

County/ City	Route Name	Begin	End	Length	2005 FGTS Class
	Josh Wilson Road	at State Route 11	.380 mi E of Farm To Market Road	4.50	T-2
	Old Hwy 99 South Road	475 ft S of Anderson Road	at CE1Ardale Road	1.28	T-2
	Pioneer Highway	at Fir Island Road	at Snohomish County Line	3.16	T-2
Skamania	*No T-1 or T-2 County Roads*				
Snohomish					
	116th St NE	at I-5 Overpass (West End)	at Donna's Truck Stop Ent	0.17	T-2
	128th St SW	at Airport Rd / 128th St SW	at 128th St SW / SR 96 (128th St SW)	0.70	T-1
	164th St SE	at 164th St SW / 164th St SE	at 164th St SE / 164th St SE (Mill Creek)	0.43	T-1
	164th St SW	at 36th Av W	at 164th St SE / 164th St SE (Mill Creek)	2.70	T-1
	164th St SW	at 164th St SW (Lynn) / 164th St SW	at 164th St SW	0.13	T-2
	4th Av W	at 128th St SW	at 112th St SW	1.01	T-2
	4th Av W	at 4th Av W	at 132nd St SW	0.24	T-2
	Airport Rd	at Airport Rd (Everett) / Airport Rd	at Airport Rd / 128th St SW	1.53	T-1
	Snohomish-Woodinville Rd	at Sno/King County Line	at Snohomish-Woodinville Rd / SR 9	0.56	T-2
	Yew Wy	at Maltby Sand/Gravel Ent	at Yew Wy	1.63	T-2
Spokane					
	Aero Rd	at Westbow Rd	at I-90 On/Off Ramps E/B	0.18	T-2
	Argonne Rd	.100 mi after Bigelow Gulch Rd	at Bruce Rd (Start)	2.49	T-2
	Argonne Rd (Start)	at Bridge 4504 & Millwood City Limits	.100 mi after Bigelow Gulch Rd	2.55	T-1
	Bigelow Gulch Rd (Start)	at Havana St (Start)	55 ft before Argonne Rd	3.36	T-1
	Bigelow Gulch Rd	55 ft before Argonne Rd	at Forker Rd	3.27	T-2
	Bruce Rd (Start)	at Argonne Rd (End)	at Day-Mt Spokane Rd	3.27	T-2
	Elk-Chattaroy Rd (Start)	at US-2	475 ft after US-2	0.09	T-2
	Farwell Rd (Start)	at Hastings Rd (End)	at Market St	1.63	T-2
	Forker Rd (Start)	at Evergreen Rd (End)	at Bigelow Gulch Rd (End)	1.53	T-2
	Freya St (Start)	at Francis Ave	at Lincoln Rd	0.98	T-2
	Geiger Bv	160 ft after Electric Ave (End)	at Sunset Hy	2.55	T-2
	Geiger Bv (One Way)	at Sunset Hy	at Geiger Bv	0.24	T-2
	Grove Rd	55 ft after 40th Ave (End)	at Geiger Bv	0.40	T-2
	Hastings Rd (Start)	at Mill Rd	at Farwell Rd (Start)	1.69	T-2
	Havana St	at 4th Ave (Start)	at Spokane City Limits	0.95	T-2
	Hawthorne Rd	at US-395	at US-2	0.48	T-2
	Hawthorne Rd (Start)	at Nevada St (Start)	at Market St	1.65	T-2
	Market St (Start)	at Francis Ave	at Parksmith Dd	3.14	T-1
	Market St	at Parksmith Dr	at SR 206 (Mt Spo Park Dr)	2.02	T-2
	Mill Rd (Start)	at Waikiki Rd	at Hastings Rd (Start)	0.54	T-2
	Monroe St (Start)	at SR 291 (Francis)	at Wall St	0.77	T-2
	Nevada St (Start)	at Hawthorne Rd (Start)	at US-2	0.30	T-2
	Parksmith Dr (Start)	at Hawthorne Rd	55 ft after Market St	0.68	T-2
	Regal Rd	105 ft after 57th Ave	at Spokane City Limits	0.50	T-2
	Waikiki Rd (Start)	at Wall St (End)	at Mill Rd (Start)	1.06	T-2
	Wall St	at Monroe St (End)	at Waikiki Rd (Start)	1.53	T-2
Stevens	*No T-1 or T-2 County Roads*				
Thurston					
	Yelm Hwy SE	at Rich Rd SE	at Weyerhaeuser RR R/W	1.14	T-2

County/ City	Route Name	Begin	End	Length	2005 FGTS Class
Wahkiakum	*No T-1 or T-2 County Roads*				
Walla Walla	*No T-1 or T-2 County Roads*				
Whatcom	*No T-1 or T-2 County Roads*				
Whitman	*No T-1 or T-2 County Roads*				
Yakima					
	Ahtanum Rd.	at Yakima C/L	315 ft before 62nd Ave.,S.	2.13	T-2
	Ahtanum Rd.	315 ft before 66TH AVE.,S.	105 ft before 90th Ave.,S.	1.57	T-2
	Terrace Heights Dr.	at BR.#213(Beginning of BR.)	at 41st St.,S.	1.51	T-2
	Yakima Valley Highway	at End Sunnyside C/L	at Bethany Rd.	3.45	T-2

Appendix F: Summary of 2003 to 2005 County Road Data Changes

FGTS Mileage Changes by County 2003-2005 (T-1 and T-2)

County	2003 FGTS Miles	2005 FGTS Miles	Change in Miles	Percent Change
Adams				
Asotin				
Benton				
Chelan				
Clallam				
Clark				
Columbia				
Cowlitz				
Douglas				
Ferry				
Franklin				
Garfield				
Grant				
Grays Harbor				
Island				
Jefferson				
King				
Kitsap				
Kittitas				
Klickitat				
Lewis				
Lincoln				
Mason				
Okanogan				
Pacific				
Pend Oreille				
Pierce				
San Juan				
Skagit				
Skamania				
Snohomish				
Spokane				
Stevens				
Thurston				
Wahkiakum				
Walla Walla				
Whatcom				
Whitman				
Yakima				
Total				

FGTS County Road Segment Changes From 2003 To 2005

County	Road Segment Subtracted	FGTS Class	Miles Lost	Road Segment Added	FGTS Class	Miles Gained

Appendix G: Request to Cities for FGTS Data

July 18, 2005

To Public Works Directors or Clerks of Washington Cities and Towns:

Subject: Freight and Goods Transportation System Update (state requirement)

The Washington State Department of Transportation (WSDOT) *Highways & Local Programs Division* is assisting in the biennial update of the state's Freight & Goods Transportation System (FGTS), a database of the state's strategic freight corridors, including highways, county roads, and city streets.

WSDOT is soliciting freight data on the city system as part of its overall effort to comply with both state and federal requirements. In addition, this will provide policy makers with information for enhancing the economic vitality of Washington State. For example, the Freight Mobility Strategic Investment Board has used this data to determine which routes are eligible for funding.

Routes are classified according to the amount of freight they carry each year. The tonnage designations are:

- T-1 more than 10 million tons per year
- T-2 4 million to 10 million tons per year
- T-3 300,000 to 4 million tons per year
- T-4 100,000 to 300,000 tons per year
- T-5 at least 20,000 tons in 60 days

WSDOT/AWC request:
Please review the attached information for accuracy, which identifies known T-1 and T-2 routes for cities. We are also seeking freight information on routes that will be classified as T-3, T-4, and T-5. Please note any changes that need to be made by identifying and/or changing the "T" classification for any streets resulting from increases or decreases to the tonnages carried, or additions or deletions of streets identified in the FGTS. You may find the enclosed guidance sheet helpful in considering any modifications.

In addition to verifying and updating your current data, we are requesting the following information:

1. Can you provide this information in a GIS format?
2. What type of freight is being moved on your identified corridors (i.e. Local Distribution, Regional Distribution, State, National, or International Distribution)?

3. Are there specific choke points, bottlenecks, rail crossings, port entries or other circumstances that are a barrier to efficient freight movement on your city street? If yes, please describe.
4. What are your investment needs along these routes?

Submit any changes for your city to Paula Reeves, WSDOT Highways & Local Programs, PO Box 47390, Olympia, WA 98504-7390, or e-mail ReevesP@wsdot.wa.gov.

We greatly appreciate your cooperation and timely response for this update. We request that any revisions you may have be returned by **September 18, 2005**.

Cities and Towns that Previously Submitted FGTS Information

Algona	Federal Way	New Castle	Sprague
Auburn	Ferndale	Olympia	Steilacoom
Bellevue	Fife	Pacific	Tacoma
Bellingham	Fircrest	Renton	Town of Tieton
Burien	Kennewick	SeaTac	Tukwila
Camas	Kent	Seattle	Union Gap
Coulee City	Kirkland	Sedro Woolley	Woodinville
Ellensburg	Mill Creek	Shoreline	Yakima
Everett	Mountlake Terrace	Spokane	

Appendix H: Instructions for FGTS Truck Tonnage Estimation

FGTS Classes

For the current update, as in 2003, the FGTS classes are:

T-1	Over 10 million gross tons annually
T-2	4 to 10 million gross tons annually
T-3	300,000 to 4 million gross tons annually
T-4	100,000 to 300,000 gross tons annually
T-5	Over 20,000 gross tons in 60 days

Truck Classifications and Definitions

This includes all trucks, two axle (six tires) or larger. It should also include larger two axle (four tires) delivery vehicles (UPS, bread trucks, and any commercial vehicle). It does not include private pickups, vans, or recreational vehicles. To aid in calculating annual tonnage, trucks are divided into 3 categories:

Single units—a single vehicle including dump trucks, mixers, regardless of the number of axles.

Double units—a two unit vehicle, normally a truck and trailer, generally from four axle to six axle. This category basically includes any truck up to 80,000 lbs. Older double trailers (Consolidated Freightways, Viking, etc.) can also be included in this category.

Trains—normally a tractor and 2 trailers. Almost any truck rated from 80,000 lbs. to 105,000 lbs. Gasoline tankers, the eight axle truck and trailer type, should be included in this category.

In calculating the approximate freight tonnage, the following average weights may be used:

Singles	7 tons
Doubles	27 tons
Trains	42 tons

Calculation Examples

For an example of the tonnage calculation we will assume that a person counts traffic for 4 hours and records the following:

Vehicle Type	Count by Type	Percent of Trucks
Single trucks	79	55 %
Double trucks	60	42 %
Trains	5	3%
Cars	600	
Total	744 (144 = trucks)	

The next item needed is the average daily traffic and truck traffic as a percentage of the total volume. This must be obtained from the best source available, whether actual counts or modeled estimates. For the purposes of this example, let's say that the ADT is accurately known to be 2,400 vehicles per day, with 18 % trucks.

The calculation of tonnage is then:

{ADT * percent of ADT that are trucks * percent of trucks that are singles * average gross weight for singles * 250 working days per year}
+ {ADT * percent of total trucks * percent of trucks that are doubles * average gross weight for doubles * 250 working days per year}
+ {ADT * percent of total trucks * percent of trucks that are trains * average gross weight for trains * 250 working days per year}
= freight in tons per year.

or, for the example above;

(2400 * 0.18 * 0.55 * 7 * 250}
+ (2400 * 0.18 * 0.42 * 27 * 250}
+ (2400 * 0.18 * 0.03 * 42 * 250}
= 2,155,680 tons per year, or a T-3 class roadway or street.

Using the above example, if the ADT is not reliably known then an approximation of the truck volumes would be the four-hour count multiplied by 3; this "12-hour" method is less accurate, but it is quick and provides a reasonable estimate:

(79 * 3 * 7 * 250}
+ (60 * 3 * 27 * 250}
+ (5 * 3 * 42 * 250}
= **1,906,500 tons per year, or a T-3 class of roadway or street.**

If the truck type distribution is not known, then a different method of calculation can be made using an average weight of 17 tons per truck.

ADT * Percent trucks * average truck weight * working days in a year
= freight tonnage;

or

2400 * 0.18 * 17 * 250
= **1,836,000 tons per year, or a T-3 class of roadway or street.**

The Freight and Goods Transportation System update can be reliably done using any of the three methods.

Appendix I: Validation of Data

Validation Of The Average Weight Per Truck Class

In 2003, a validation of the average weights of single, double, and triple unit trucks used in estimating the tonnage from truck percentages derived from field counts was accomplished by using WSDOT Automatic Data Collection (ADC), weigh-in-motion site data (WIM), Commercial Vehicle Information System & Networks (CVISN) data, and Strategic Freight Transportation Analysis (SFTA) data.

Both CVISN and SFTA data were collected at weigh stations throughout the state. The collection at these locations does not represent a total sample for single unit trucks since only trucks weighing 26,000 pounds or more need to enter the weigh stations. Single unit trucks averaged 14 tons, which is double the average weight when all single unit trucks are weighed. The CVISN and SFTA data are more accurate for double and triple unit trucks than the WIM data due to the calibration difficulties of WIM sites.

All site data showed that the average vehicle weight by class is relatively constant for all state highways.

The default weight values for each truck class used in previous FGTS updates were:

	Average Weight (Tons)
Single Unit Trucks	7
Double Unit Trucks	27
Triple Unit Trucks	42

The combined average weights per class from the three data sources (discussed below) were:

	Average Weight (Tons)
Single Unit Trucks	7
Double Unit Trucks	27
Triple Unit Trucks	37

A sensitivity analysis was also performed in 2003 to determine the effect of using the lower tonnage for triple unit trucks. It was found that due to the relatively low volumes of triple unit trucks, there was minimal change

to the T designations. Because of this, continued use of the default values used in previous updates was recommended.

Data Sources Used in 2003 Validation

WSDOT Weigh-In-Motion (WIM)

Data was available from thirty-six locations. The average weight per class is given below. Data for triple unit trucks appears to be low which may be due to calibration. WIM sites are calibrated to double unit trucks.

	Average Weight (Tons)
Single Unit Trucks	7
Double Unit Trucks	27
Triple Unit Trucks	34

Commercial Vehicle Information System & Networks (CVISN)

Data was available from six locations. The average weight per class is given below. Data for double and triple unit trucks is acceptable to use from this source. However, the single unit values were not acceptable since only trucks weighing over 26,000 pounds are required to use the scales. This eliminates most of the single unit trucks on the roadway.

	Average Weight (Tons)
Single Unit Trucks	14
Double Unit Trucks	22
Triple Unit Trucks	40

Strategic Freight Transportation Analysis (SFTA)

Data was available from twenty-seven locations. The average weight per class is given below. Data for double and triple unit trucks was acceptable to use from this source, however, the single unit values were not acceptable since only trucks weighing over 26,000 pounds are required to use the scales. This eliminates most of the single unit trucks on the roadway.

	Average Weight (Tons)
Single Unit Trucks	14
Double Unit Trucks	31
Triple Unit Trucks	37

Appendix J: Assumptions Made When Interpreting the Data

The FGTS update team reviewed statewide tabular and graphic truck tonnage data for errors and inconsistencies. The refined data was reprocessed by the WSDOT Transportation Data Office (TDO) to portray state freight corridors accurately. When analyzing traffic data, the FGTS update team relied on best professional judgment to make assumptions and minor adjustments, and compared 2003 data with current data to correct anomalies, add couplets, and reconcile route continuity issues.

Sometimes the exact location of data collection points creates a confusing scenario, such as data indicating that freight tonnage drops significantly at a particular road location, but there is no opportunity at that location for the freight traffic to exit (i.e., no off ramp or pull-out). Where this was detected in the 2005 data, unless some reasonable explanation was found, the freight traffic was assumed to continue on to the next exit opportunity and the FGTS tonnage class mileage was adjusted accordingly.

The FGTS team also compared the county CFGS data with the WSDOT FGTS data for consistency where state and county routes intersect. The team reviewed the data for intersections where the county road freight designation was greater than that of the state route and corrected inconsistencies.

The 2005 FGTS Update Team included:

Mark Bozanich	WSDOT Geographic Services
Dave Bushnell	WSDOT Transportation Data Office
Ruth Decker	WSDOT Transportation Data Office
Doug McClanahan	WSDOT Strategic Planning & Programming
Paula Reeves	WSDOT Highways & Local Programs
Sheri Sawyer	Association of Washington Cities
Jim Seitz	Association of Washington Cities
Elizabeth Stratton	WSDOT Office of Freight Strategy & Policy
Don Zimmer	County Road Administration Board